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O.K.
SAUCE.

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Single Copy, 10 cts.
Per Month, \$3.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 1st, 1930, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.	No. 26 P.M.	No. 27 P.M.	No. 28 P.M.	No. 29 P.M.	No. 30 P.M.
Kowloon Dep.	6.31	8.01	9.31	10.00	11.13	12.13	1.13	2.13	3.13	4.35	5.40	7.07	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.35	5.40	7.07	8.13	9.13	10.13	11.13	12.13	1.13	2.13
Yanmat Dep.	6.44	8.14	9.44	10.13	11.26	12.26	1.26	2.26	3.26	4.48	5.53	7.20	8.26	9.26	10.26	11.26	12.26	1.26	2.26	3.26	4.48	5.53	7.20	8.26	9.26	10.26	11.26	12.26	1.26	2.26
Shatin Dep.	6.58	8.28	9.58	10.27	11.40	12.40	1.40	2.40	3.40	4.62	5.67	6.94	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.62	5.67	6.94	8.00	9.00	10.00	11.00	12.00	1.00	2.00
Taipei Dep.	7.10	8.40	10.10	10.39	11.52	12.52	1.52	2.52	3.52	4.74	5.79	7.06	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.74	5.79	7.06	8.12	9.12	10.12	11.12	12.12	1.12	2.12
Market Dep.	7.15	8.45	10.15	10.44	11.57	12.57	1.57	2.57	3.57	4.79	5.84	7.11	8.17	9.17	10.17	11.17	12.17	1.17	2.17	3.17	4.79	5.84	7.11	8.17	9.17	10.17	11.17	12.17	1.17	2.17
Fanning Dep.	7.25	8.55	10.25	10.54	12.07	13.07	2.07	3.07	4.07	4.89	5.94	7.21	8.27	9.27	10.27	11.27	12.27	1.27	2.27	3.27	4.89	5.94	7.21	8.27	9.27	10.27	11.27	12.27	1.27	2.27
Shamshui Dep.	7.30	9.00	10.30	11.00	12.13	13.13	2.13	3.13	4.13	4.95	6.00	7.27	8.33	9.33	10.33	11.33	12.33	1.33	2.33	3.33	4.95	6.00	7.27	8.33	9.33	10.33	11.33	12.33	1.33	2.33
Shamshui Arr.	7.36	9.06	10.36	11.06	12.19	13.19	2.19	3.19	4.19	5.01	6.06	7.33	8.39	9.39	10.39	11.39	12.39	1.39	2.39	3.39	5.01	6.06	7.33	8.39	9.39	10.39	11.39	12.39	1.39	2.39
Canton Arr.	11.55	13.25	14.55	15.24	16.37	17.37	2.37	3.37	4.37	5.19	6.24	7.51	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57	5.19	6.24	7.51	8.57	9.57	10.57	11.57	12.57	1.57	2.57

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.	No. 26 P.M.	No. 27 P.M.	No. 28 P.M.	No. 29 P.M.	No. 30 P.M.
Canton Dep.	6.31	8.01	9.31	10.00	11.13	12.13	1.13	2.13	3.13	4.35	5.40	7.07	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.35	5.40	7.07	8.13	9.13	10.13	11.13	12.13	1.13	2.13
Shamshui Dep.	7.15	8.45	10.15	10.44	11.57	12.57	1.57	2.57	3.57	4.79	5.84	7.11	8.17	9.17	10.17	11.17	12.17	1.17	2.17	3.17	4.79	5.84	7.11	8.17	9.17	10.17	11.17	12.17	1.17	2.17
Fanning Dep.	7.25	8.55	10.25	10.54	12.07	13.07	2.07	3.07	4.07	4.89	5.94	7.21	8.27	9.27	10.27	11.27	12.27	1.27	2.27	3.27	4.89	5.94	7.21	8.27	9.27	10.27	11.27	12.27	1.27	2.27
Taipei Dep.	7.30	9.00	10.30	11.00	12.13	13.13	2.13	3.13	4.13	4.95	6.00	7.27	8.33	9.33	10.33	11.33	12.33	1.33	2.33	3.33	4.95	6.00	7.27	8.33	9.33	10.33	11.33	12.33	1.33	2.33
Market Dep.	7.35	9.05	10.35	11.04	12.17	13.17	2.17	3.17	4.17	4.99	6.04	7.31	8.37	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.99	6.04	7.31	8.37	9.37	10.37	11.37	12.37	1.37	2.37
Shatin Dep.	7.40	9.10	10.40	11.09	12.22	13.22	2.22	3.22	4.22	5.03	6.08	7.35	8.41	9.41	10.41	11.41	12.41	1.41	2.41	3.41	5.03	6.08	7.35	8.41	9.41	10.41	11.41	12.41	1.41	2.41
Yanmat Dep.	7.45	9.15	10.45	11.14	12.27	13.27	2.27	3.27	4.27	5.08	6.13	7.40	8.46	9.46	10.46	11.46	12.46	1.46	2.46	3.46	5.08	6.13	7.40	8.46	9.46	10.46	11.46	12.46	1.46	2.46
Kowloon Arr.	8.12	9.42	11.12	11.41	12.54	13.54	2.54	3.54	4.54	5.36	6.41	7.68	8.74	9.74	10.74	11.74	12.74	1.74	2.74	3.74	5.36	6.41	7.68	8.74	9.74	10.74	11.74	12.74	1.74	2.74

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EXCURSION TO MACAO:—

SUNDAY, 22nd JUNE.

S.S. "SUI TAI".

Will depart from the Company's Wharf at 9 A.M.
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NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

GERMAN LEVIATHAN OF THE AIR.

MONSTER-SEAPLANE TO CROSS ATLANTIC.

PLANS TO VISIT NEW YORK AND OTHER COAST CITIES.

[UNITED PRESS.]

In a special interview with a United Press representative, Maurice Dornier, manager of the Dornier works, Friedrichshafen, announced his intention of flying the DO-X, world's biggest air giant, across the Atlantic in July. It is possible, he added, that the German "air castle" will be flown to New York via Brazil and Cuba, but if the financial backing, available at the start is insufficient to pay for this circuitous route, the DO-X will fly the north Atlantic stretch direct to New York.

"The purpose of the flight," said Dr. Dornier, "is to let American citizens see the DO-X, rather than to break any record." The DO-X carried by far more passengers than any conveyance had ever taken into the air when it crammed 170 persons into its hold last October, and flew them over Lake Constance, but Dr. Dornier's foregoing remark disposes of all rumours that the German monster-seaplane may perform a stunt by taking a huge number of passengers across the Atlantic.

Safety-First Flight.

"We are not going in for any trick adventures," insisted, Dr. Dornier, emphasizing that safety first will remain the guiding principle on the trip to America.

The exact date of the flight, as well as the route, depend on the moment when the DO-X's commander will about, "All clear," and this moment, in turn, will hinge upon the installation of the twelve new water-cooled, Curtis-conqueror motors, due here by the end of May, which, with their 625 horsepower each, will replace the 525 horsepower air-cooled Siemens-Jupiter motors, recently removed from the flying boat. The first of the new American motors arrived in Friedrichshafen at the beginning of April; two were sent over late in April, with a Curtis engineer accompanying them to Germany, and the remainder are coming soon. It will require only one week to install them in the DO-X.

"And so," Dr. Dornier told the United Press, "we intend to make our first test flight with the rebuilt DO-X towards the end of June. We shall undertake several trial flights before we start for America. When we do take the air for New York, we shall have to choose between several routes. Either we shall fly cross-country from Lake Constance to Berlin, Travemunde, the coasts of England and France,

and then head for the Mediterranean, or we shall start from Lake Constance, soaring high over the Alps in a bee-line for the Mediterranean, Marseille, Barcelona and Lisbon or Cadiz, from one of which two ports we shall traverse the Atlantic.

Choice of Routes.

"If we take the short 6,000-kilometre route from Cadiz to Manhattan, with an estimated 45-hour flying time, we shall make intermediate landings at the Azores and Bermuda; if we fly via South America, the total distance from Cadiz to New York will be 14,000 kilometres and the flying time will approximate 95 hours; the latter route would include landings at the Canary Islands, Cape Verde Islands, Pernambuco, somewhere on the Central American coast and Havana before we reach New York. Once in New York, however, we shall certainly venture a number of exhibition flights around that metropolis, besides visiting several United States Atlantic coast cities."

One of the special features of the rebuilt DO-X, as it will zoom across the Atlantic, will be a bar with a skilled mixer dispensing drinks to nervous or merely thirsty passengers.

"Of course," he explained, "we shall observe all the Volsteadian amenities as we approach United States territory. As on ocean liners, the bar will be closed, and all our liquor stocks sealed when we fly into the 12-mile zone. Any passenger or member of the crew who wants to put an alcoholic drink under his belt or 'buy another round for all the fellows' will have to do so outside the forbidden zone."

Lufthansa Pilots.

Maurice Dornier, who devotes himself largely to the business branch of the Dornier concern, itself a subsidiary of the Zeppelin Corporation, said that he intends to accompany the American flight himself, while his brother, Claudius, who is the talented engineer of the firm, will stay at home. "Although the expenses of the proposed flight, with fuel and insurance, will be heavy, thus creating a temptation to take a substantial number of paying passengers," he said, "we are going to resist that temptation and limit ourselves to a crew of ten, one, United States and one German newspaper man. The commander of the DO-X on the Ameri-

can journey, whom we already have in mind, will be not only a highly trained aviator, but a first-class navigator. We intend to borrow several aviators from the sea-going service of the Lufthansa, Germany's commercial aviation concern. We will also take a moderate quantity of mail from Germany to America. In conclusion, Dr. Dornier told the United Press that the two sister-ships of the DO-X, which will not be delivered to the Lufthansa service like their eldest model, but have been sold to the Italian Government, will be "cleared for action" simultaneously with the renovated DO-X at the end of June.

A Flying Locomotive.

The DO-X, which is as heavy as a locomotive and yet flies, which is propelled by 12 motors, has already broken the world's load record by carrying 170 passengers, which travels 138 miles an hour, and can take the air in 30 seconds, was hailed during its maiden appearance in 1929 as a milestone in aeronautic history. The former assistant secretary of the U.S. Navy, Edward P. Warner, called the DO-X "a revolutionary development." Known at its home port as "the flying Lake Constance steamer," the DO-X is universally recognised by experts as a marvel of technology. Speechless crowds looked on last October when, with 169 adult passengers and crew, and one small boy who had slipped aboard at the last moment, this Leviathan of the air remained aloft for 50 minutes.

The width of the DO-X from wing-tip to wing-tip is 45 metres, its total length 40.05 metres, total wing surface 466.3 square metres; it has eight gasoline containers with a total 15,000 litre capacity, while seven oil tanks can carry 1,900 litres of lubricant. The total weight of the plane is 55.2 tons, and the maximum weight for starting 52 tons. Its maximum speed is 230 kilometres per hour, but its normal speed is 170 kilometres. The fuelling equipment is based upon a normal flight duration of 12 hours, or a distance of about 2,200 kilometres.

The exact number of cabins will not be fixed until the rebuilding of the DO-X has been completed, but a hundred passengers can at all times be accommodated comfortably, while the bar, a smoking room and other quarters allow guests aboard the flying hotel ample elbow room outside their ordinary quarters.

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To-day?

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- 1.—Julienne Clear Soup
- 2.—Cold Pickled Fish
- 3.—Kai Con Fan
- 4.—Lamb Cutlet, Jardiniere Sauce
- 5.—Roast Goose Sage and Dressing
- 6.—Cold Bologna Sausage, Potato Salad
- 7.—Roast New Potatoes
- 8.—Boiled Potatoes
- 9.—Long Beans
- 10.—Apple and Raisin Tart
- 11.—Fruit 12.—Tea 13.—Coffee

Diary of Coming Events.

To-day.

(June 18.)

Queen's Theatre: "Salute."
World Theatre: "Yankee Clipper."
Star Theatre: "Afraid to Love."
Central Theatre: "The Love Parade."

Second Public Band Concert at
Kowloon Football Club Ground.
Ordinary General Meeting, Indo-
China Steam Navigation Co., Ltd.
(Messrs. Jardine's Boardroom),
noon.

Tennis:—"B" Div.: C.C.C. v. M.B.K. R.E.S.C. v. Recreation Club, C.C.A. v. I.R.C. v. Nippon Club, K.C.C. v. H.K.C.C. v. U.S.R.C. v. C.S.C.C. v. Y.M.C.A. v. H.K.U.T.C. "C" Div.: C.C.A. v. Nippon Club, University T.C. v. I.R.C. v. C.S.C.C. v. Philippine Club, K.C.C. v. K.I.T.C.
Water Polo:—1st Div.: Chinese Bathing Club v. R.A. 2nd Div.: 12th Heavy Battery v. Fukien Club.
Dinner Dance: H.K. Hotel, 8 p.m.
Tides: High, 1.03 p.m.; Low, 9.34 p

MOTOR NOTES.

Motor Passenger Boats.

Forty-five large motor passenger boats which operate on the River Seine at Paris for eight months of the year carry an average of about 3,500,000 people each season. Each boat has an engine developing 120 brake h.p., and can carry from 200 to 400 passengers.

Pedestrians' Responsibilities.

"Pedestrians must move faster," is a decree of the Westminster city engineer, who says they are pampered, and must now realise that they are equally responsible with drivers to keep things moving. "It may be necessary," he says, "to restrict street crossing to stipulated points. As soon as traffic is made easier, pedestrians flocked on to the roadway. If roads were two hundred feet wide more than ever would flock there, thus making matters worse."

Australian Purchases From U.S.A.

Information on the value of motor cars imported into Australia from the United States of America was given by the leader of the Government in the Senate (Senator Daly), who said that from January 1, 1929, to April 10, 1930, 10,686 motor car bodies, and 68,612 chassis to the total value of \$26,096,750, had been imported from America. The owners of 308 bodies and 571 chassis, valued at \$263,937, which were held in bond when the recent increases in duty were announced, would be required to pay the lower rate of duty only.

Motor Industry.

It has been estimated by the secretary of the Automobile Manufacturers' Association in Melbourne that there are 80,000 people in Australia employed in the motor industry, and the allied trades, which depend largely, if not entirely, upon motor vehicles for their existence. One company alone, General Motors (Australia) Proprietary, Ltd., states that about 20,000 Australians in six States help to produce that company's nine makes of cars and three of commercial motor vehicles. Since the company was established in 1926, and its plants in Sydney, Melbourne, Adelaide, Brisbane, and Perth commenced operations, it has expended \$212,000,000 in the Commonwealth. By the purchase of tyres, batteries, fabric, and other products of Australian manufacture General Motors contribute to the support of 18,000 people in various industries; its own wages bill amounts to an additional \$335,000, and supports approximately 1,500 more workers. Products are sold and looked after by 501 dealers throughout the Commonwealth, and they employ another 3,000, making an additional amount of £750,000 spent annually.

Ray-Out Glare Shade.

Motorists who find the glare of oncoming headlights, very trying will appreciate a glare shade which has been devised for the comfort of drivers in a very bright light, whether artificial or sunlight. The shade, being semi-transparent, dims the bright rays, but the vision itself is unaffected. The minimum of material is used in this design, thus it tends to be cooler and less obstructive to wear than most of the shades on the market. It is non-inflammable and feather-weight. There is no glass and no frame, and it is adjustable to all heads, and can be worn with or without spectacles.

Phantom II. Rolls Royce.

One of the most expensive and distinguished looking cars in the Royal Easter Show at Sydney, N.S.W., was the first complete 40-50 h.p. New Phantom II. Rolls Royce, with the latest type of improved Weymann flexible saloon body, the price of which was stated to be £3,450. This car embodied all the most up-to-date features of the make, such as the separate chassis frame for the body, centralised chassis lubrication, the improvements suggested by Mr. Reid of Sydney for incorporation in the frame construction of the flexible body; special headlights and other notable features.

Battery Charging.

Charging and discharging of electricity in an accumulator is accompanied by chemical processes which result in gas being generated, and this gas, as the electrician knows, is of an inflammable and explosive character. This is occasionally brought home to inexperienced or forgetful people who omit to remove the porcelain plugs from the filler holes in battery cells when recharging, as the gas will blow the top off the cell. Another danger in connection with the use of electric accumulators on cars is to attempt to inspect their condition with naked lights. A young English motorist who struck a match to inspect the level of the electrolyte in his accumulator after dark was nearly blinded by the explosion which followed.

Spare Wheels for Motor-cycles.

Commenting upon the fact that the Fédération Internationale des Clubs Moto-cyclistes—the controlling body in motor-cycling sport—has now sanctioned the use of spare wheels in motor-cycle races, *Motor Cycling* says: "That ruling will not come into effect until the beginning of 1931, so that we shall not see detachable wheels in the T.T. next month. But manufacturers will no doubt take advantage of the new regulation as quickly as possible. A flat tyre in a big road race puts its rider completely out of the running; in the future that situation will no longer exist. From the detachable wheels produced for racing purposes will be evolved types suitable for universal service—and once again the tourist and the utility rider will benefit from the hard-bought experience of the great circuits, of which the Manx is the chief. We need hardly say that we welcome this move on the part of the F.I.C.M. with the utmost enthusiasm."

Unofficial "Records."

Exclusion from the Paris Salon, a fine of £200, and the withdrawal of the driver's licence are the threats hanging over an American firm and a French driver for having recently travelled from Paris to Nice in the record time of 10 hr 27 min., without official control. This step has been taken by the French Syndicat des Constructeurs, which corresponds to the English S.M.M.T., in order to put a stop to unofficial high-speed runs across France. Three years ago a certain French manufacturer undertook a high-speed run around France without the sanction or control of the Automobile Club, and was immediately given the choice of being shut out of the Paris show or of paying a fine of £400. He chose the latter measure. There is a certain amount of disappointment in France that the English authorities, as represented by the R.A.C. and the S.M.M.T., have not yet taken any definite action against the three firms which made fast runs from the Riviera to Calais in defiance of all regulations, and it is probably to make it clearly understood that they will not tolerate any more "record breaking" of this nature that the French authorities are preparing to act with such severity in the present instance.

THE JUNIOR T.T.

BIG VICTORY FOR RUDGES.

Further details of the result of the Junior T.T. motor-cycle race, held in the Isle of Man, last Monday are to hand, showing a handsome victory for the Rudge-Whitworth machines.

The first three places were taken by Rudge machines, ridden by H. G. Tyrell-Smith, E. Nott, and Graham W. Walker, respectively. The winner's average speed for the 264 miles course (seven laps of the Island) was 71.03 m.p.h. This is a record for the race.

Last year the junior T.T. was won by F. G. Hicks, riding a Velocette machine at an average speed of 69.71 m.p.h., with a record lap of 70.95 m.p.h. It will be seen that the winner's average speed for the race this year is even higher than the record lap made by the winner last year.

This is the first time in the history of the T.T. races that any make of machine has won the first three places in a T.T. race, and it is noteworthy that this was the

first year that the Rudge-Whitworth firm have entered their 350 c.c. machine in the Junior T.T. A remarkable achievement—to win the Blue Riband of motor-cycle racing at the first time of asking!

A Record Lap!

Last Saturday, June 14, the last day of practice for the T.T. races in the Isle of Man, W. L. Handley, riding a 500 c.c. Rudge, broke all existing records for a lap of the course with a speed of 75.2 m.p.h.

The record lap for the course stood to the credit of C. P. J. Dodson (Sunbeam) at 73.55 m.p.h. when he won the Senior T.T. race last year at an average speed of 72.05 m.p.h. Handley's lap was 40 seconds faster than that made by Dodson.

A Model on View.

Messrs. Rudolf, Wolff & Kew, Ltd., are local agents for Rudge-Whitworth machines, and have on view at their offices at 84, Queen's Road Central (above Ahmen Hing Cheung Co.) a model of the 350 Rudge machine, which is practically identical to the machines in the Junior T.T.

To-day's Race.

To-day the Lightweight T.T. race for machines up to 250 c.c. is being held in the Isle of Man; and on Friday, the Senior (500 c.c.) race will take place.

NEW POWERS FOR BRITISH POLICE.

MOTORISTS WILL HAVE TO TELL.

Allegations that the police are to be given inquisitorial powers by which they can subject motorists to "third degree" methods were brought by supporters of amendments to the Road Traffic Bill, before a committee of the House of Commons last month.

Part of the Bill declares that "where the driver of a vehicle is alleged to be guilty of an offence under this Act" the owner shall supply such information as he may be required by the police to give as to the identity of the driver; and "any other person shall, if required, give any information which it is in his power to give and which may lead to the identification of the driver."

Failure to give the information constitutes an offence, with a fine up to £20 the first time and up to £50 subsequently.

Basis of the Law.

Colonel Wilfrid Ashley, formerly Minister of Transport, urged that these provisions should be struck out on the ground that their application would strike at the whole basis of English law, and deprive motorists of the means of safeguarding themselves which are allowed to persons charged with grave crimes.

He suggested that it was a reversal of the principle, that a man is innocent until he is proved guilty. "The great principle of English law," he added, "is that a person is not obliged to give evidence against himself, but under this Bill a motorist will be deprived of this right."

Mr. Herbert Morrison, the Minister of Transport, contended that the power proposed was necessary.

Identity of Vehicles.

"There is great difficulty at times," he said, "in procuring the identity of cars or vehicles which cause serious accidents, and we ought not to add to them by shielding the owner, when the identity of the car has been ascertained, who refuses to disclose the identity of the driver."

Mr. Turton, Sir Gervais Rentoul, and other Conservatives urged the exclusion of the provisions, while Major Glyn and Colonel Acland-Troyte thought that the balance of argument was for retention.

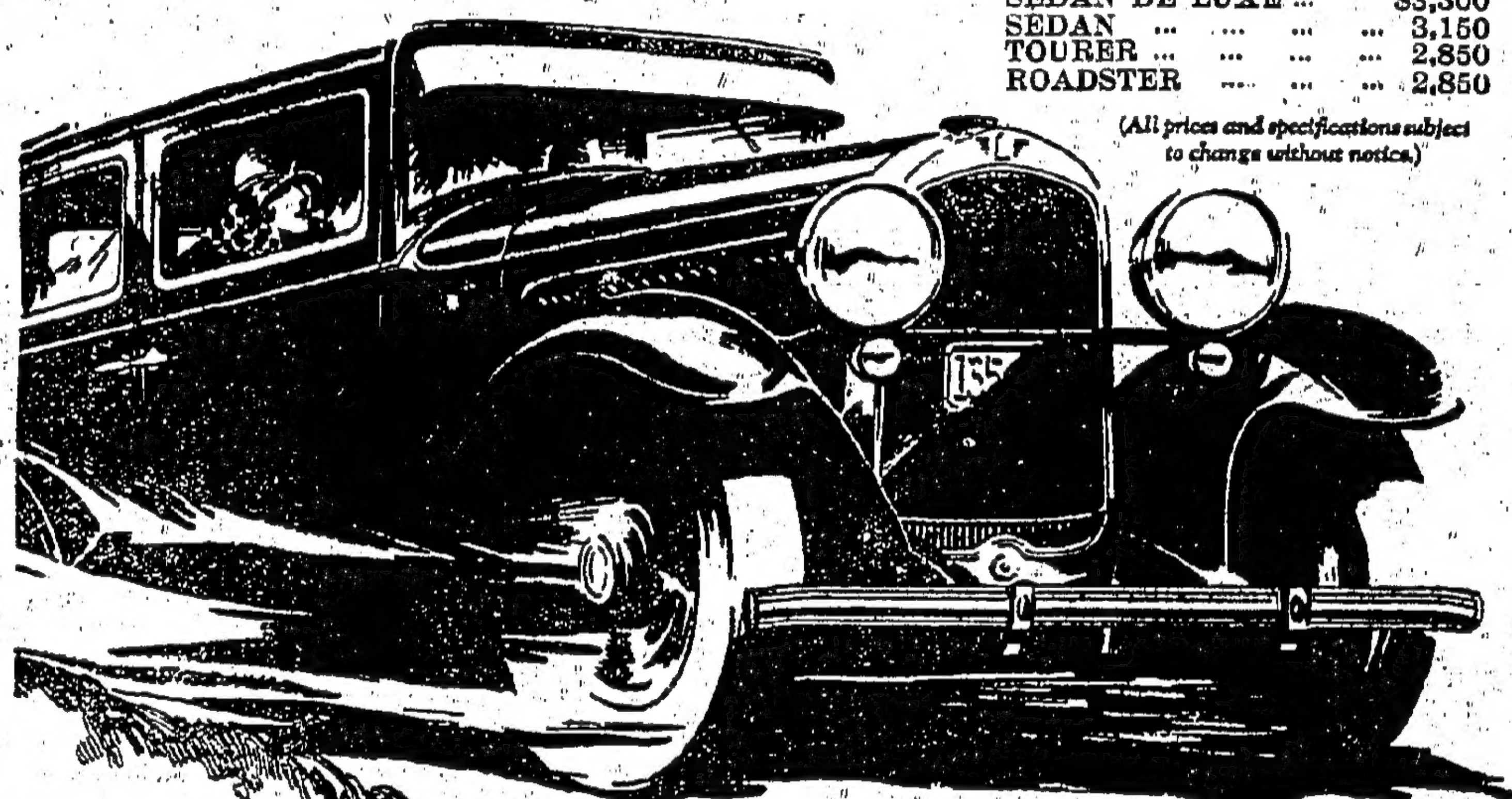
Mr. March, a Socialist, said that the arguments on the other side seemed to be based on the fear that owner-drivers would have to admit that they were driving. "My experience," he added, "is that more accidents are caused by owner-drivers than by persons engaged as drivers, and we ought not to be concerned to protect one class more than the other."

The proposal to delete the clause was defeated by 18 to 11.

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TOURER ...	2,850
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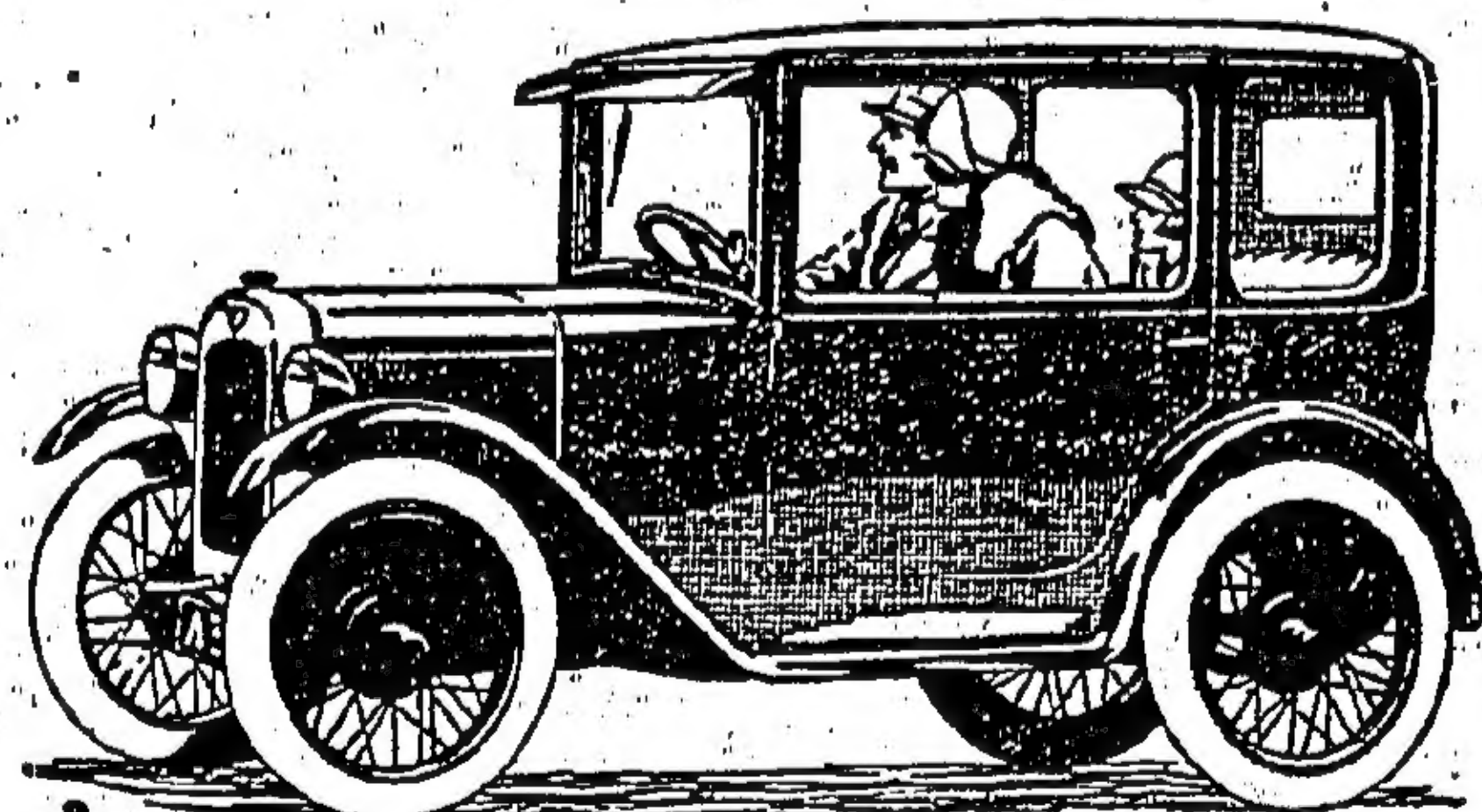
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5 Gold Medals

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B.S.A. won
Cranmore Trophy
2 Gold Medals

Lead the Way
on a B.S.A.

SINCERE'S
SOLE AGENTS.

THE LIFE OF TYRES.**USER'S RESPONSIBILITIES.**

However perfect the production of the tyre manufacturer may be, both the manufacturer of the vehicle and the user must each play an important part in ensuring that the tyres fitted are used under the conditions which the manufacturer had in mind. No matter how perfect the materials used, the workmanship, and the principles followed in the construction, the tyres may quite conceivably be subsequently subjected to such conditions of use as may adversely affect their service unless the manufacturer of the car sees that the tyres he standardises are suitable for the weight and power of the car, and the user is careful to keep them inflated to correct pressure, to avoid unnecessary bursts of fierce acceleration, excessive speed, especially on rough roads, severe braking, and to keep his wheels properly adjusted as regards track, toe-in, etc.

Steering Effects.

"Toe-in" causes extremely rapid abrasive wear, and it is considered preferable that it should not exist at all, if it can be dispensed with. If not, and it is an essential feature of steering design, then it is recommended that it should not exceed a total of one-eighth of an inch, measured at the centre height of the tyres. Another steering defect, which causes rapid abrasive wear, mostly on the outside edge of the tread and of an uneven and patchy nature is camber, which causes the tread surface to become pitted and undulating, which is exaggerated if the inflation pressure is permitted to fall unduly. Should toe-in also exist, the rate of tyre wear may be increased by many times that of normal. To prevent this, the wheels should be set exactly vertical, but where camber is essential, it should not exceed two degrees a wheel, and should be equal for both wheels.

Twin Tyres.

Where the twin tyres fitted to so many heavy commercial vehicles nowadays fail to share the load equally, excessive wear will result, and it is usually more severe on the inner tyre. This leads to that tyre's premature failure, as compared with the outer one, and to prevent this it is recommended that the distance from centre to centre between the twin tyres should be no wider apart than is necessary to accommodate the correct size of tyre for the load, reference being made to the manufacturers' recommendations, of course, to ascertain the proper distances and tyre pressure.

Under-Sized Tyres.

During the running life of a vehicle much more expenditure is incurred on tyres which are too small, than on those which are correctly proportioned to the load, and should the vehicle be under-tyred, there is a possibility of danger to the passengers in case of a sudden failure. Should it be a motor bus or other public vehicle which is affected, disorganisation of the service may also follow. Properly inflated tyres to-day, however, give immense mileage; on one of the leading British makes of motor buses, a number of which are now in regular service in the Sydney metropolitan area, it is stated that as much as 45,000 miles have been covered by the original tyres fitted. On cars and the lighter commercial types, such mileages do not

seem to be achieved, but, nevertheless, cars in regular use are claimed by many of their owners to cover more than 10,000 miles, and instances have been brought under notice of those which have exceeded 15,000 and even 18,000 miles on the original tyres without retreading. To secure these excellent mileages, however, the tyre should not be worked at more than the mean of the load schedule recommended by the manufacturers, thus leaving a margin for the inevitable overload which occurs under service conditions.

Brake-Drum Clearances.

It is not realised how destructive an agent to tyre life insufficient brake drum clearance in rear wheels may prove, especially in commercial vehicles. It is usually the inner tyre, tube and flaps of a twin fitting which may be affected, the excessive heating of the brake drum being transferred through the wheels to the rubber and sometimes resulting in the rubber being practically destroyed. Complete disintegration of the tyre edges and the bend structure has been traced to this cause, and it may occur at any stage in the life of the tyre, consequent on variation in the conditions of usage. It is recommended that the minimum clearance between the brake drum and the underside of the rim should be seven-eighths of an inch, and that a clearance of five-eighths of an inch should be arranged between the brake drum and the rim in order to provide an air passage. It is also important that a simple means of adjusting the brakes should be provided as under certain working conditions the difficulty of accurate adjustment may result in overheating through the brakes being set too closely.

SKILL TESTS FOR MOTOR RACERS.**ONLY BEST MEN FOR FASTEST CARS.**

A certain standard of competence may shortly be demanded of all drivers taking part in motor-car races, whether on road or track.

The committee of the British Racing Drivers' Club has been discussing a scheme for grading racing drivers according to their skill and experience.

These discussions were in progress before the recent race disaster at Brooklands, where a mechanic and a spectator were killed and 20 people injured.

The initiative has come from the drivers themselves, who propose that only men of ripe experience should drive the fastest cars, those of less experience having to be content with slower machines.

Changed Conditions.

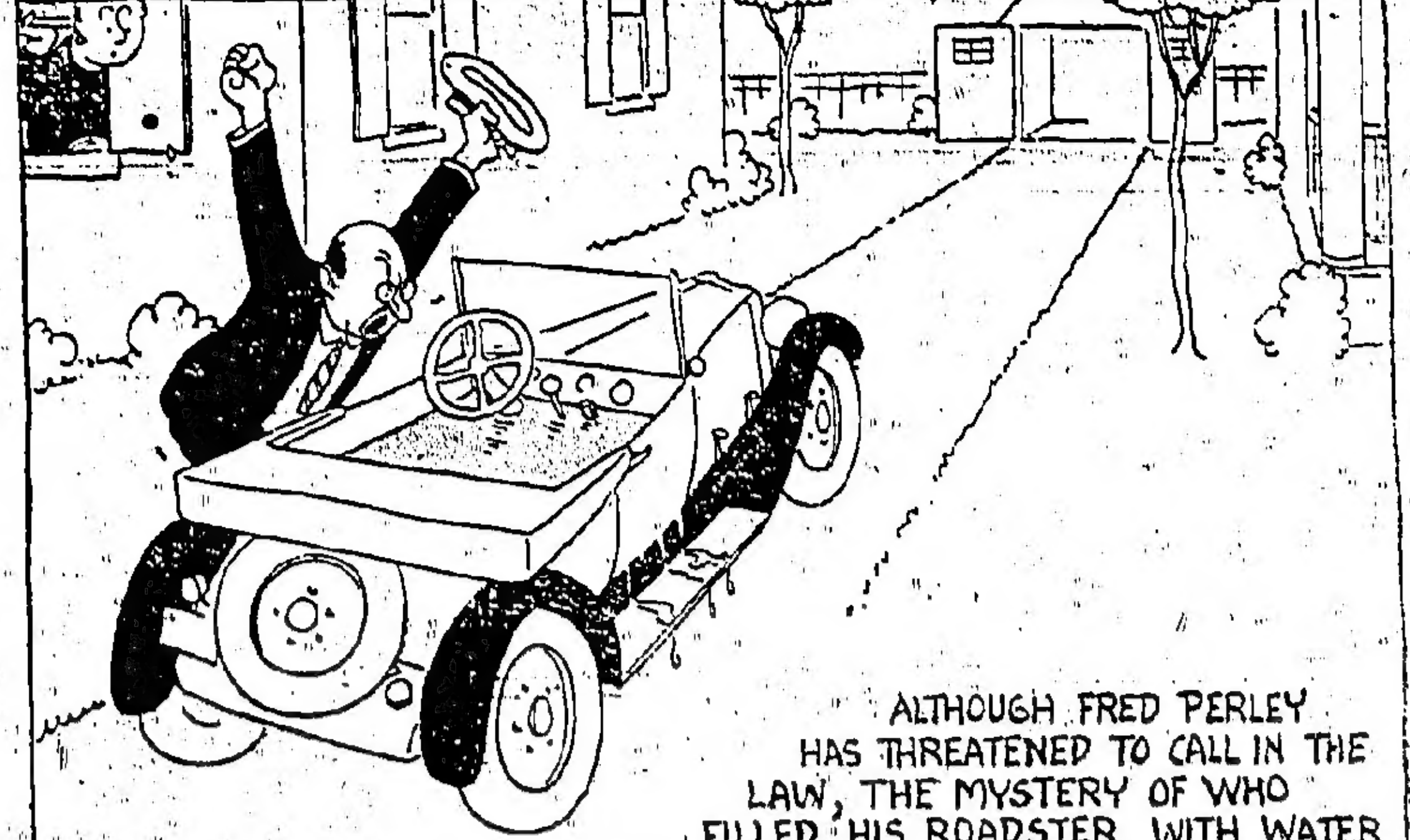
At present in England a man need only obtain a competition license to drive any car he pleases in a race. In America a certificate of proficiency has to be obtained.

Mr. K. Lee Guinness, who was once a famous racing driver, told a Press representative that conditions had changed very much in recent years.

"At one time," he pointed out, "a racing car cost several thousands of pounds, and no firm would hand it over to a driver whose skill and proficiency they could not trust. Racing by private owners was not so general as it is to-day, when a man can buy a first-class racing car for a comparatively small sum, and enter it for a race without any guarantee of his ability to handle it."

SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



ALTHOUGH FRED PERLEY HAS THREATENED TO CALL IN THE LAW, THE MYSTERY OF WHO FILLED HIS ROADSTER WITH WATER WHILE IT WAS STANDING IN HIS DRIVEWAY LAST MONDAY, STILL REMAINS UNSOLVED. A FEW PEOPLE REMEMBER SEEING HIS NEXT DOOR NEIGHBOR WATERING HIS LAWN THAT DAY, SO ENGROSSED IN A DETECTIVE STORY THAT HIS AIM WAS VERY ERRATIC, BUT THEY WON'T TELL FRED

GLUYAS WILLIAMS (Copyright, 1930, by The Bell Syndicate, Inc.)

6-6

NEW WILLYS SIX.**SMOOTH RIDING FEATURES.**

"What doth it profit an automobile to be capable of great speed unless it rides smoothly?" This is the way the Willys-Overland engineers reasoned before they designed the new Willys Six. They designed a car capable of unusual power and speed, and they then set out to make it as smooth-riding and as comfortable as possible. The result is that the new Willys Six combines speed and comfort to a new degree.

"The Willys Six really brings a new conception of riding comfort at every speed range. Not only is this comfort and smoothness brought about by the employment of Monroe two-way hydraulic shock eliminators on all four wheels, but it is also the result of the construction of the chassis and the manner in which the engine has been mounted.

Speed Plus Comfort.

"To-day speed is requisite in an automobile," one of the Willys-Overland executives points out in detailing the comfort features of the car. "But, unless the modern automobile rides smoothly, unless it is so built that it absorbs to the maximum degree the jolts and jars of the road, high speed loses most of its advantages. We have built comfort into the new Willys Six. We have taken

advanced steps to eliminate side-sway, added excellent hydraulic shock eliminators and built this automobile so that even under trying operating conditions, it is comfortable and easy riding.

Another feature of the new Willys Six which is a major factor in its smooth operation is the mounting of the engine. At each point of suspension, it is set in rubber which takes up any engine vibration which is usually transmitted to the frame and thence to the body.

"If all highways were broad and smooth, it would not be necessary to add to the motor car so many comfort features. But the highways of to-day are not all broad and smooth. There are poor roads, hundreds of miles of gravel roads and rocky roads, and this new car will perform on any of them."

ANOTHER SUCCESS ON SHELL

Junior Car Club's Double Twelve Hours Race at Brooklands

This race may be considered as the most important Motor Race held in Great Britain. It consists of 12 hours racing on the Brooklands track on the first day from 8 a.m. to 8 p.m., and another 12 hours from 8 a.m. to 8 p.m. on the second day: between these two periods the cars may not be touched by mechanics. The strain on the engines and the need for efficient lubrication can be imagined.

1st & 2nd prizes irrespective of class were won by Bentleys lubricated by

SHELL SUPER HEAVY OIL



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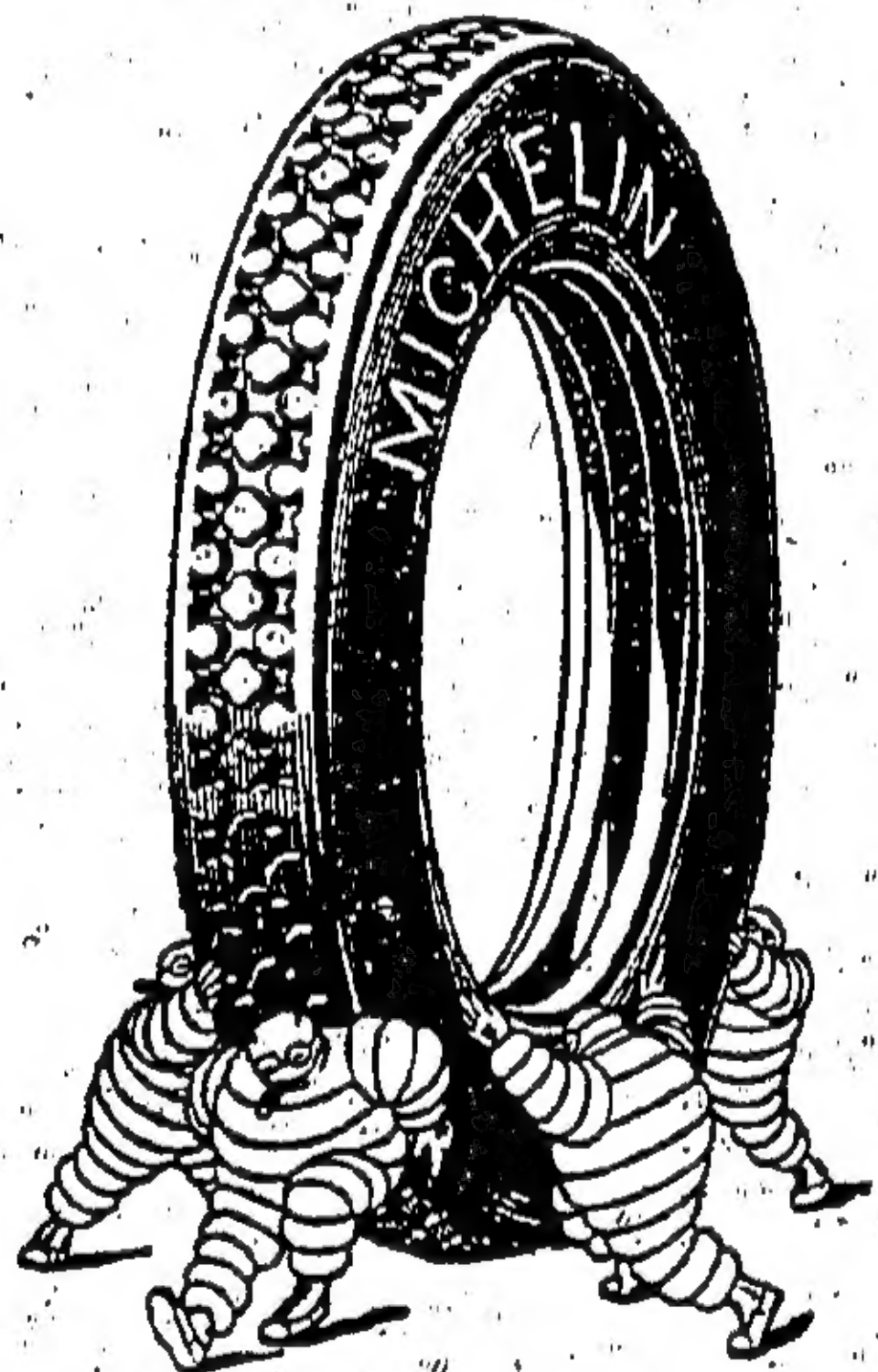
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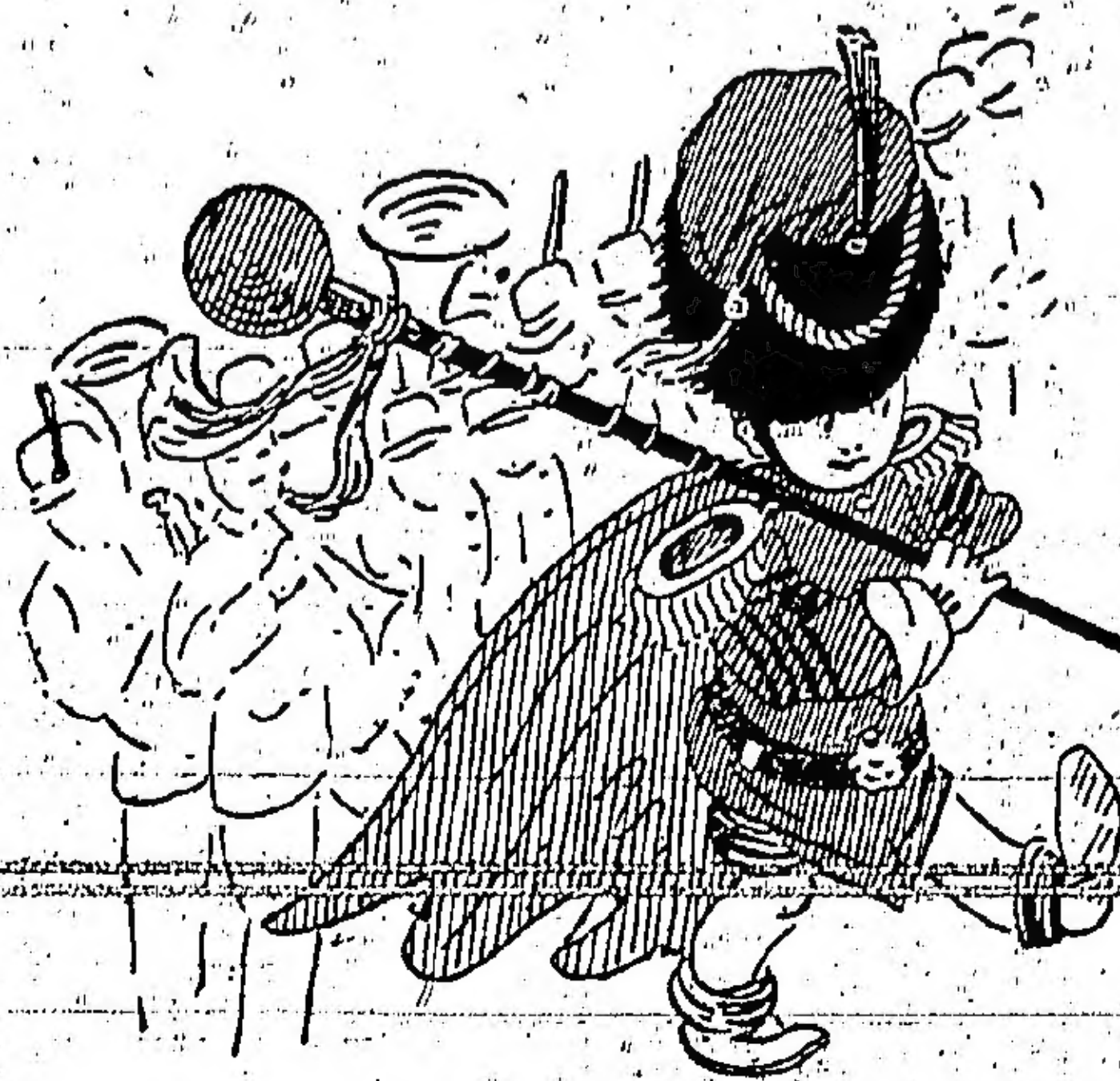
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MEATS.

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WATER WAGON NOW IN NO DANGER.

NEARLY 300 MILLION MORE
GALLONS.

STORAGE IN RESERVOIRS ON UP GRADE.

The total storage in the island
reservoirs on the morning of Mon-
day, June 16, amounted to 1,158.97
million gallons, showing an increase
of 250.19 million gallons during the
past week; the amount collected
from streams being 309.12 million
gallons.

The week's consumption amount-
ed to 87.59 million gallons, which in-
cludes 8.68 million gallons from the
Shing Mun supply.

Kowloon Water Supply.

The total storage in the mainland
reservoirs on the morning of Mon-
day, June 16, amounted to 378.83
million gallons, showing an increase
of 43.78 million gallons during the
past week.

The week's consumption, not in-
cluding Hong Kong supplies and
1.69 million gallons delivered to
water boats at Lai Chi Kok, am-
ounted to 31.48 million gallons.

The yield from the Shing Mun
River and streams during the week
was 85.79 million gallons.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Commercial News.
11.30 a.m. to 12.30 p.m.—Chinese
programme.

12.30 to 2 p.m.—Programme of
Columbia records supplied by
Messrs. Anderson Music Co.

6 to 7 p.m.—Chinese programme.

7 p.m.—The Shamrock, Irish Se-
lection, H.M. Grenadier Guards
Band.

7.05 p.m.—At the Races, Sketch,
Clapham and Dyer.

7.15 p.m.—Another Kiss, Chez
Henzi Club Band.

7.21 p.m.—Marche Militaire (Schu-
bert Tausig), Murdoch.

7.30 p.m.—Big City Blues, Annette
Hanshaw.

7.36 p.m.—The Modern Diver, Flot-
sman and Jetsam.

7.42 p.m.—Wine, Weib and Gesang
(Strauss), Strauss Symphony
Orchestra.

7.50 p.m.—Justorum Animae, The
St. George Singers.

7.56 p.m.—Classica, Selection,
Quentin Maclean (Organ).

8.05 p.m.—The Picnic, William
McCulloch.

8.11 p.m.—Czardas (Monti), Yvonne
Curti (Violin).

8.17 p.m.—Tondelayo, Layton and
Johnson.

8.24 p.m.—Country Gardens, Percy
Grainger (Piano).

8.30 p.m.—Scene de Ballet, Squire
Celeste Octet.

8.38 p.m.—Tom der Reimer (Loewe)
Ivar Andersen (Bass).

8.46 p.m.—Piano Medley of Layton
and Johnson Successes, Turner
Layton.

8.54 p.m.—Mary, My Mary, Hubert
Eisdell (Tenor).

9 p.m.—Weather report.

9.04 p.m.—Gaiety Echoes, Hermann
Finck and Orchestra.

9.12 p.m.—Robert Burns (A Man
Amongst Men), The Rt. Hon.
Ramsay MacDonald.

9.20 p.m.—From the Canebrake,
Albert Sammons (Violin).

9.27 p.m.—Little Grey Church on
the Hill, Raymond Newell and
Chorus.

9.33 p.m.—The House that Jack
Built (Descriptive Sketch; Jack
Hubert, Cicely Courtneidge,
Irene Russell, and Joan Mac-
laren).

9.42 p.m.—The House that Jack
Built (Selection), Ambassadors
Band.

9.50 p.m.—Two Lovely Black Eyes,
Charles Coburn.

9.56 p.m.—Broadway Selection, Re-
gal Cinema Orchestra.

10.05 p.m.—Poet and Peasant,
Percy Pitt Symphony Orch.

10.14 p.m.—Maestros Popular Med-
ley, Maestros Vocal Quintette.

10.25 p.m.—Reaching for Someone,
Chiff Edwards.

10.30 p.m.—Close down.

BRUSH WITH BURGLAR.

EARLY MORNING STRUGGLE
IN FOREIGN FLAT.

Mrs. E. J. J. Spradberry, living
at 3, Cambay Buildings, Nathan
Road, had the terrifying experience
early yesterday morning of seeing a
burglar swinging at her bedroom
window in an attempt to enter the
flat. She screamed in fright and
her cries awoke her husband, who
rushed at the intruder and grappled
with him. A hand-to-hand fight
then ensued, the intruder being the
bigger man, and the fight, which
commenced on the top stairway,
ended at the bottom of the stairs,
when two neighbours came to the
rescue and overpowered the thief.
He was then taken to the Yau-mati
Police Station, and charged.

On the man's appearance before
Mr. T. S. Whyte-Smith at Kowloon
Magistracy yesterday, Detective-
Inspector Fallon applied for 48
hours' remand in police custody for
further enquiries. The remand was
granted.

EUROPEAN ARRESTED IN BANGKOK.

On June 8 the police in Bang-
kok, armed with an extradition
warrant, arrested Maxwell, Corn-
field, who arrived from Penang at
the end of March.

Cornfield, who is described as an
engineer, has been advertising in
the Press a claim for the Siam
rights of an apparatus for the
treatment of padi.

The warrant is from Malaya,
and charges Cornfield with breach
of trust.

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Come to the

PRINCE'S CAFE

(Next to A.P.O. BUILDING)

To-day's Tiffin—\$1.00

1.—Hors d'Oeuvres

2.—Xavier Consomme

3.—Newburg Oyster

4.—Baked Beans with Pork

5.—Fried Chicken a la Francaise

6.—Roast Leg of Veal

7.—Cold York Ham

8.—Almond Ice Cream

9.—Cheese

10.—Dessert

11.—Tea or Coffee

Cold TIFFIN 75 cts.

Iced Consomme

Cold Roast Beef or Mutton

Cold Boiled York Ham

Cold Roast Chicken

Potato Salad and Mayonnaise

Iced Cream

Fruits

Iced Tea

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PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY

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ON

THURSDAY, JUNE 19,
At 3 O'CLOCK P.M.

At Their SALES ROOMS,

DUDDELL STREET,

A STEAM LAUNCH

LENGTH ... 63 Feet.

BREADTH ... 10 Feet 4 Inches.

DEPTH ... 7 Feet 2 Inches.

TONSAGE ... 27.55 Gross.

" ... 18.74 Nett.

As She Now Lies in

TYPHOON ANCHORAGE,

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LAMMERT BROS.,
AUCTIONEERS.

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Instructions

To Sell BY

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ON

FRIDAY, JUNE 20,

COMMENCING AT 2.30 P.M.

At Their SALES ROOM,

DUDDELL STREET,

A LARGE QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

Comprising:—

Teak Hatstands, Chesterfield Couch

and Armchairs, Glass Cabinets, Ceiling

Fans, Table Fans, Gramophones,

Sewing Machine, Carpets, Rugs,

Wardrobe Trunks, Ornaments, Curios,

etc., etc.

Teak Dining Tables, Dining Chairs,

Sideboards with Bevelled Mirrors,

Dinner Waggon, Crockery, Glass

Ware, Ice Chests, Kitchen Utensils,

etc., etc.

Teak and Iron Bedsteads, Ward-

robes with Bevelled Mirrors, Dressing

Tables, Chests of Drawers, Chamber

Stands, Mosquito Nets, Enamelled

Bath, Toilet Sets, etc., etc.

and

A QUANTITY OF BLACK-

WOOD FURNITURE.

ON VIEW FROM THURSDAY, the

19th JUNE, 1930.

TERMS:—CASH ON DELIVERY.

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At 3 O'CLOCK P.M.

At Their SALES ROOM,

DUDDELL STREET,

ONE BUICK, 1924

ONE OLDSMOBILE, 1924

(Recently Overhauled).

ON VIEW ON DAY OF SALE.

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HAVE YOUR EYES

TESTED AND

FRAMES FITTED

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"LISTEN TO THE BAND."

TO-NIGHT'S PROGRAMME.

The arrangement of entertainments in the open air at this season of the year is apt to be a bit of a lottery, the uncertainty of the weather keeping everyone in suspense till the last minute.

The postponement of the public band concert in Kowloon last Wednesday was inevitable on account of the sudden, condition of the ground and the grand-stands. The understanding is that, if the rain interferes one Wednesday, the concert is put off to the following Wednesday. Needless to say, the reservation of seats will be carried over to the next week, unless holders wish to cancel their reservation, in which case the money will be returned by the Anderson Music Company.

The concert to be held this evening (if weather permits) is given by the Military Band of the 1st Battalion the Somerset Light Infantry (Prince Albert's), by kind permission of Lieut.-Colonel C. H. Little, D.S.O., and Officers. There will be one or two items which will specially appeal to lovers of classical music, and a feature of the programme is the number of solo instruments which will be heard. These include the euphonium, xylophone, piccolo, and saxophone.

If the concert should have to be postponed a second time, notice to that effect will be put in the advertisement column of the afternoon papers to-day. The following is the programme:—

- 1.—Band and Bugle March, "Sambre et Meuse".....Rausky.
- 2.—Overture, "William Tell".....Rossini.
- 3.—"Reminiscences of Wagner".....Hayden Wood.
- 4.—Song (Euphonium Solo) "Love's Garden of Roses".....Kenneth J. Alford.
- 5.—Potpourri, "Tangled Tunes".....Ketelby.
- 6.—Piccolo Solo, "The Deep Blue Sea".....Brewer.
- 7.—Saxophone Solo, "The Cinquantaine".....Gabriel-Marie Boccherini.
- 8.—(a) "Minuet in B-Flat".....Boccherini.
- (b) Serenade "Les Millions d'Arlequins".....Drigo.
- 9.—Excerpts from Musical Show, "Bitter-Sweet".....Noel Coward.
- RECESSIONAL MARCH—"Prince Albert".....
- GOD SAVE THE KING.

NEW VESSEL FOR THE YANGTZE RUN.

TAIKOO MAKES GOOD JOB OF THE S.S. WU HU.

At noon to-day, the s.s. Wu Hu of the China Navigation Company will leave on her maiden voyage for Shanghai.

The vessel was built for the C.N.C. by the Taikoo Dock and was launched on March 20. She was delivered to her owners yesterday, well within contract time. The Wu Hu will be put on the Yangtze service, and is specially fitted for heavy cargo work, her hatches being very large and there are also cargo tanks for carrying wood oil in bulk.

As regards the passengers, the Wu Hu is fitted with superior saloon accommodation for 42 people in two-berth state rooms, fitted with cots, and the first class accommodation is for 40 passengers in four-berth rooms. The officers are housed forward of the hatches, and there is a very pleasant mess room for their use. The Wu Hu is, on the whole, a very well-finished piece of work and, when seen by a Daily Press representative, an official of the shipping company expressed the view that they were very well pleased with her.

The dimensions of the vessel are: Length 235 ft., beam 46 ft. and draught 11 ft. The engines were built and installed by the Dock Company, being four crank triple expansion balanced engines with Babcock and Wilcox water-tube boilers. The vessel has a net tonnage of 1,712 tons.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

JUNK ROBBERY.

ONE MAN REPORTED TO BE MISSING.

An attack by a gang of robbers on a fishing junk was reported to the police yesterday, and a serious aspect was that one of the *fokis* jumped overboard and was drowned.

Ho Fook On, the master of the junk, of 235 piens capacity, stated that at about midnight, on Monday the boat was sailing to Sam Wan in Deep Bay when a small sampan was observed to be approaching the junk. When the sampan was a short distance away shots were fired, two of which hit the stern of the junk.

The informant and two *fokis* jumped overboard, but two of them were picked up by the robbers, while the third was not seen again.

The robbers boarded the junk and tied up all the men, including the master and the other man they had rescued from the water. They took \$230 from the master as well as some clothing. After sailing for some distance in a westerly direction, they released the junk men and ordered them to get back. During this time the robbers had stripped the junk of some canvas, worth \$30, which they transferred into the sampan.

The junk arrived in the harbour at about 9 a.m. and reported the incident.

LOCAL JUVENILE OFFENDERS.

QUESTIONS BY HON. DR. KOTTEWALL.

At to-morrow's meeting of the Legislative Council, the Hon. Dr. R. H. Kottewall, pursuant to notice, will ask the following questions:—

1. Will the Government give the following information concerning juvenile offenders in respect of the year 1929:—

(a) The number of boys and the number of girls, both under the age of 16 years (European reckoning), who were brought before the magistrates.

(b) The respective numbers of such boys and girls who were convicted, with a classification showing:—

(1) the number sent to prison; (2) the number of previous convictions; (3) whether the convictions were for felony or for other offences; (4) in the latter case, the number of convictions under the hawkers regulations.

(c) The number of boys on whom the punishment of whipping was inflicted by order of the magistrates, showing the number who received such punishment more than once during the period, with a classification showing the type of offences for which the punishment was inflicted.

2. Will the Government also state:—

(a) Whether or not children under the age of 16 years (European reckoning), while being detained at the Police Court or at the Gaol or in the precincts thereof awaiting trial, are so detained in company with adults who are charged with an offence, and who are not the relatives of such children.

(b) Whether or not such children, on being tried by a magistrate, are placed in the dock with adult defendants who are not charged jointly with such children.

BOY ALLEGED TO HAVE BEEN KIDNAPPED.

MANILA AUTHORITIES SEND HIM BACK.

James Richard Hunt, a 19-year-old boy, who was alleged to have been kidnapped in Hong Kong and taken to Manila, was brought to the Colony by the s.s. Aki Maru after having been deported by the Philippine Island immigration authorities.

On May 22 when the boy arrived in Manila by the s.s. Kaga Maru, the Collector of Customs, who had received advice from the American Consul at Hong Kong about the alleged kidnapping, detained him. The boy claimed to be an American, but this was not proved and his deportation was ordered.

During the negotiations between the authorities at the two ports, the mother of the boy insisted on the lad being sent back.

THE SILVER SCREEN.

DEBUTANTES AT ANNA-POLIS IN "SALUTE" SCENE.

Scores of socially prominent young American girls, caught by Fox Movietone cameras in the act of bidding fond and rapturous farewells to Annapolis plebes and midshipmen embarking on their annual summer cruise, appear in "Salute," which is showing at the Queen's Theatre to-day.

John Ford and a company of fifty spent six weeks at the Naval Academy photographing scenes for "Salute," a dramatic story of the two famous institutions. Many of the girls bidding an *au revoir* to their sweethearts were unaware that cameras were trained on them, and those who were aware of the fact didn't care.

George O'Brien is shown as an All-American West Point half-back in this all-talking screen story, while William Janney, who plays the part of O'Brien's brother, is depicted as a substitute and on the Annapolis gridiron squad.

The Gloved Hand.

A. H. Van Huren, who directed "Big Time," the Fox Movietone all-talking drama, has one unusual obsession. He is always seen at the studio wearing gloves. He does not confine himself to any one colour, but during the making of "Big Time" (which will open on Thursday at the Queen's Theatre) he wore gloves of "passionate" yellow, and Stepin Fetchit had hard work to keep his eyes off them.

"The Love Parade."

One of the smartest musical comedies yet to reach the singing screen is now playing to packed houses at the Central Theatre, where Maurice Chevalier takes a bow in his new picture called for no particularly good reason "The Love Parade." If Ernst Lubitsch had never directed another picture this one would stamp him as one of the three finest directors in any of the world's studios. And off-hand it is difficult to think who the two others might be. The star has an appeal the ladies love. And that's what sells seats for pictures.

Jeanette MacDonald possesses one of the most pleasing voices yet reproduced through studio microphone, and while it is a bit premature to prophesy regarding her screen future she creates a favourable first impression as the amorous Queen.

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Movietone

NAVY vs. ARMY
in love and on the
Gridiron!

WILLIAM FOX presents

SALUTE

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HELEN CHANDLER

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decide that question on the gridiron.
It's West Point vs. Annapolis and brother
vs. brother—with the biggest screen thrill as
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At 2.30, 5.10, 7.15 & 9.20

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ICE PLANTS AT HOTEL.

TECHNICAL POINTS CAUSE DIFFICULTY.

TONNAGE OF REFRIGERATION NECESSARY TO MAKE A TON OF ICE.

After nearly a week in the witness-box, Mr. Hacker, the expert witness for Messrs. Andersen, Meyer & Company in their claim against the Hong Kong & Shanghai Hotels, Ltd., was released yesterday following re-examination on points which arose in the cross-examination.

Another refrigerating engineer was called by the plaintiffs in the afternoon and questioned on technical points in the case, which is likely to last at least another fortnight.

CAPACITY OF COLD ROOMS DISPUTED.

When the case was resumed, in the morning, the Chief Justice (Sir Joseph Kemp), addressing Mr. Potter, said:—As you have been dealing with the technical side, perhaps it would be better if I put one or two difficulties now before me, and try to clear them up straight. They seem to be elementary, but they are difficulties which are on my mind.

One difficulty I have is purely technical. In part of Mr. Hacker's evidence he gave some elementary information in reply to a question that B.T.U. was required to raise one pound, one degree Fahrenheit, and that one ton of refrigeration was required to melt one ton of ice in 24 hours. I can't understand the relation between these two statements.

Counsel replied that his Lordship would appreciate that that was the basis of calculation for commercial refrigeration on which they had to work.

Mr. Hacker pointed out that 288,000 B.T.U.'s were required to melt one ton of ice in 24 hours, therefore 12,000 would be required for the same purpose in one hour and 200 per minute.

Mr. Potter said that the simplest way to put it was that one ton of refrigeration extracted 288,000 B.T.U.'s in 24 hours. If there was a 40 ton plant as in this case, then the number of B.T.U.'s extracted per day would be 11,520,000.

Difficulties Explained.

Following a remark by his Lordship that a "load" might be used in two senses, Mr. Potter continued that the plant, according to the contract, was to give 40 tons of refrigeration in 24 hours. That estimate indicated the tonnage required to do the work in each of the rooms, and 40 tons was sufficient to meet the requirements of the Hotel. The main dispute the defence had with the plaintiffs was regarding the weight of the goods which the rooms could accommodate.

In answer to his Lordship, Mr. Hacker explained that the working out of the ice water and ice making plant was based on the demand. They took the load as demand and the brine machinery as capacity. Witness said that the difference in the temperature of the water in 1928, when it was 72 degrees, and in the following year, which gave 93 degrees, was probably due to more water being taken out in the latter year and not seepage flowing in. The returning of the water to the well would also raise the temperature.

In re-examination, Mr. Sheldon asked: What would be the maximum temperature of the water necessary to obtain 120 gallons of water per minute for the plant to work efficiently?—77 degrees.

"Did Mr. Brearley give you an analysis of the water and sign the chit book afterwards?"—No, that did not happen.

In Mr. Sheldon's table the figure given for the low density of cork is 6.7 and for the high density 7.4. Which do you use in this plant?—The low density, as is used in all refrigerating plants. It is cheaper and more efficient.

Not Practical Propositions.

Witness said that, with regard to placing 211 tons of potatoes and 2,500 bottles of wine in the respective rooms to cool from 90 degrees to 35 degrees, these were not practical propositions.

Mr. Sheldon: Take 20 degrees as the temperature of the beef room and mutton room. Is it designed for fresh and frozen meat at the same time?—No, 20 degrees is too low for fresh meat.

Who specified the temperature of the rooms?—Mr. Brearley.

You had an extract from Green put to you. Do you know of mutton being piled in stacks?—No.

It referred to a 30 degrees room and said that the mutton should be piled four feet high. Is that the kind of room in the Peninsula Hotel plant?—No, it is never done.

Does this hypothetical plant refer to storage of fresh or frozen mutton?—Fresh mutton.

Rooms 9 and 10 were not designed for frozen mutton and beef and were quite a different proposition from a commercial plant?—Yes.

"A Bad Practice."

Taking a 20 degrees room and frozen mutton, would you store it in stacks?—No, it is a bad practice. The mutton will get bad in time. The same applies to beef in stacks.

Answering other questions, witness said that only six and three-quarter tons of produce can be stored in the room as against the contention of the defence that double that quantity could be stored.

He proceeded to give the dimensions of the room and the number of rails which could be put in with due allowance of aisles. He said that the usual method was to provide strips of wood between the carcasses as dunnage to allow free circulation of air, but it was not possible to stack meat in a room the temperature of which did not rise above 15 degrees.

Referring to his calculations giving an estimate of 30,628 as the total load of the plant, witness said that it did not include the extra radiator sections for the brine coils, his figures merely covering the original installation.

The brine coils would increase the load by how much?—One ton and a half. That would be the maximum. About the 17 tons of refrigeration for ice making, what is the position?—1.7 tons of refrigeration for one ton of ice is the universal figure.

Mr. Potter: I dispute the whole of the figures.

Mr. Hacker: Do you, really? After a further question, Mr. Sheldon thanked Mr. Hacker and said that was all the questions he had to ask.

Another Engineer Called.

A new witness, Mr. W. G. Rasey, then entered the witness-box. He stated, in answer to Mr. Sheldon, that he was a refrigerating engineer who would be succeeding Mr. Hacker. He had had experience since 1923 of erection and supervision of refrigerating plants of every kind. During the seven years he had handled 500 different plants ranging from 480 lbs. to 185 tons.

Mr. Sheldon: Is the 20 degrees room designed for frozen meat?—Yes.

Have you ever known fresh meat to be put in a 20 degrees room?—Only in a case of emergency, never for storage.

Have you known frozen mutton to be stacked in piles in a 20 degrees room?—No, I have never seen fresh or frozen meat stacked in piles at any time.

Have you seen beef stacked in piles?—Yes, in a temperature of about 5 to 15 degrees Fahrenheit, but always with dunnage.

Have you seen beef stacked in piles without dunnage?—No, air circulation is absolutely essential.

The case for the defendants is that the mutton room is capable of taking 17,000 lbs., or eight and three-quarter tons, while Mr. Hacker estimates the capacity at four tons. What do you think?—You cannot store 17,000 lbs. in that room.

Witness went on to say, that he arrived at his figures as to the accommodation of the room by a different method, and they agree with Mr. Hacker's estimate. He was also agreed as to the number of carcasses which could be stored in the room.

MURDEROUS ATTACK ALLEGED.

SAVAGE ASSAULT WITH A CHOPPER.

WOMAN'S ORDEAL IN FLAT AT SHUM SHUI PO.

An alleged murderous attack with a chopper on a woman was related to Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday when a Chinese was charged with causing grievous bodily harm to a woman in Shum Shui Po and assaulting her with the intention of maiming, disfiguring or disabling her.

Detective Sergeant Meadows, who was in charge asked for the case to be treated as one for the Sessions.

Outlining the case, Sergeant Meadows said that the complainant lived at 113, Tai Nam Street, Shum Shui Po, and came to the Police Station in a ricksha with a number of friends. She had several grievous wounds about her head and body and was bleeding profusely.

The defendant was named as the assailant, and as he could not be found at the address given by the complainant, a strict watch was kept on the outgoing steamers and trains from the Colony. The defendant was later arrested at the Yau-mat Railway Station when he was about to board the train. He tried to run away but was chased and caught.

Referring to the assault, the officer said that the flat in Tai Nam Street where the complainant lived was occupied by a number of women whose husbands were seagoing men and were not in the house at the time. The defendant was acquainted with one of the women living in the rear cubicle and called to visit her that afternoon. Two of the women in the flat went out that afternoon, and the defendant sent the remaining two women to collect some money on his behalf, leaving the complainant alone in the flat. It was noteworthy that when the two women called upon the persons mentioned to collect the money, it was found that no such debt had been incurred.

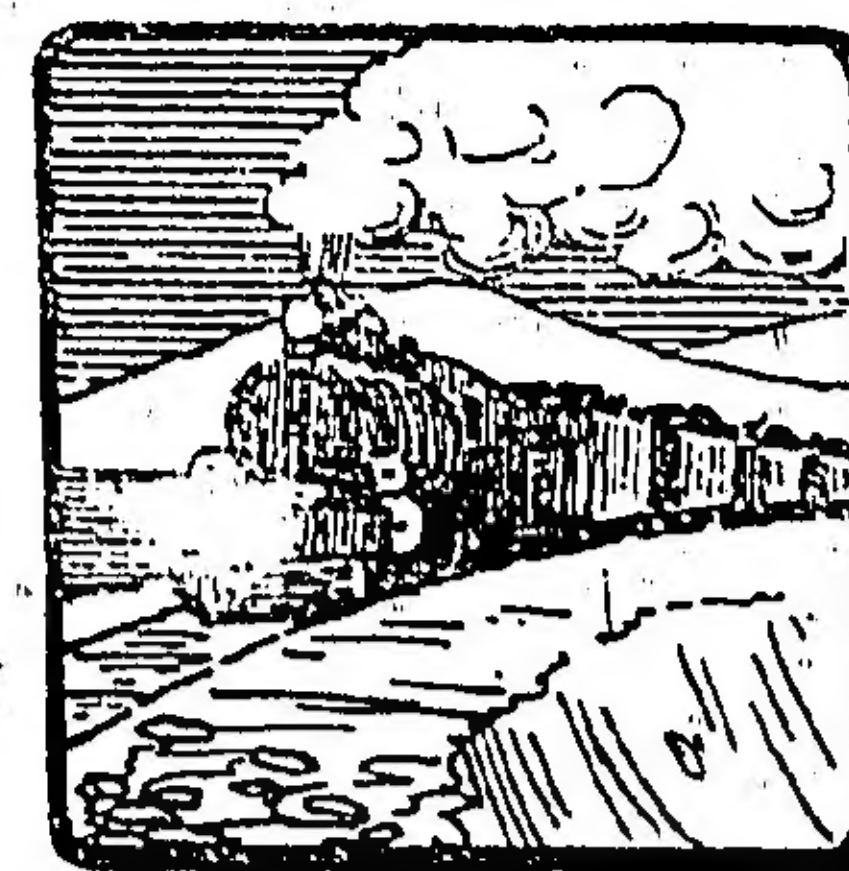
With the complainant alone in the flat, the defendant armed with a chopper, went into her cubicle and, demanding of her to give up her jewellery and other monies, which she had in the room, he set upon her and hacked her with the chopper, inflicting grievous wounds about the head and body, saying at the same time that he would kill her.

The woman cried out for help, and her cries were heard by the people in the flat below, who came to her assistance. The defendant ran away and escaped.

The hearing was adjourned until to-day.

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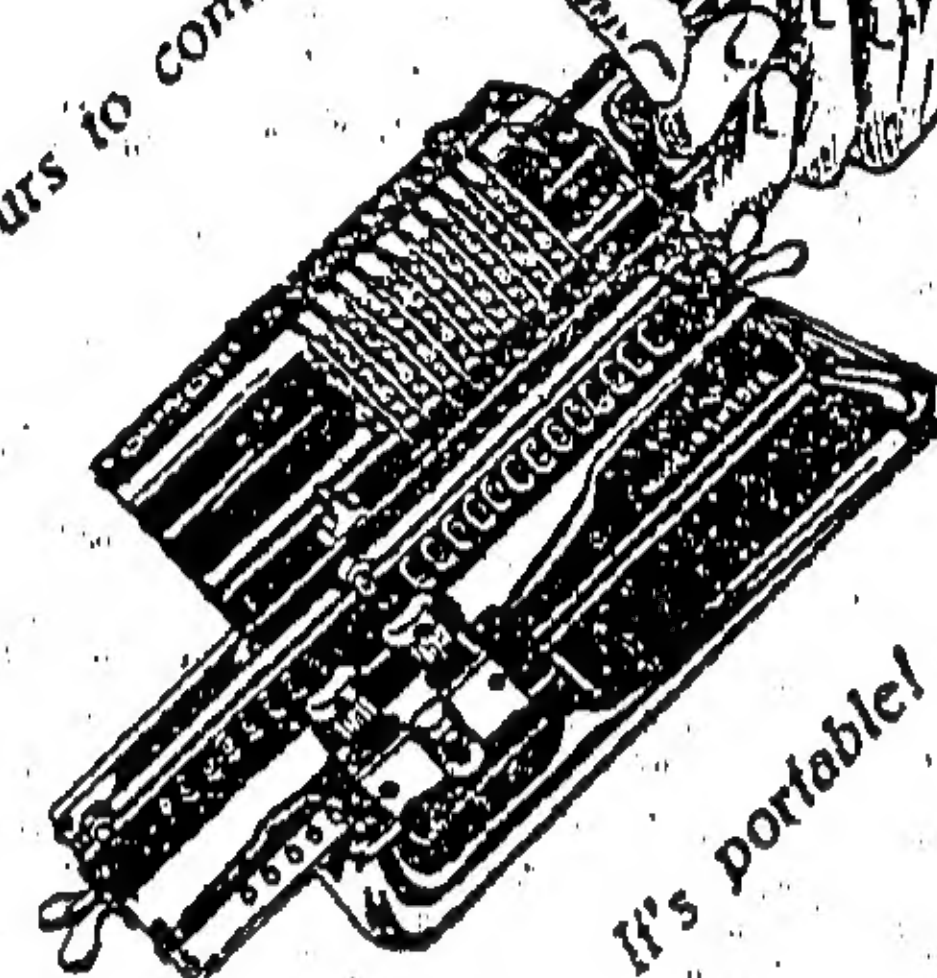
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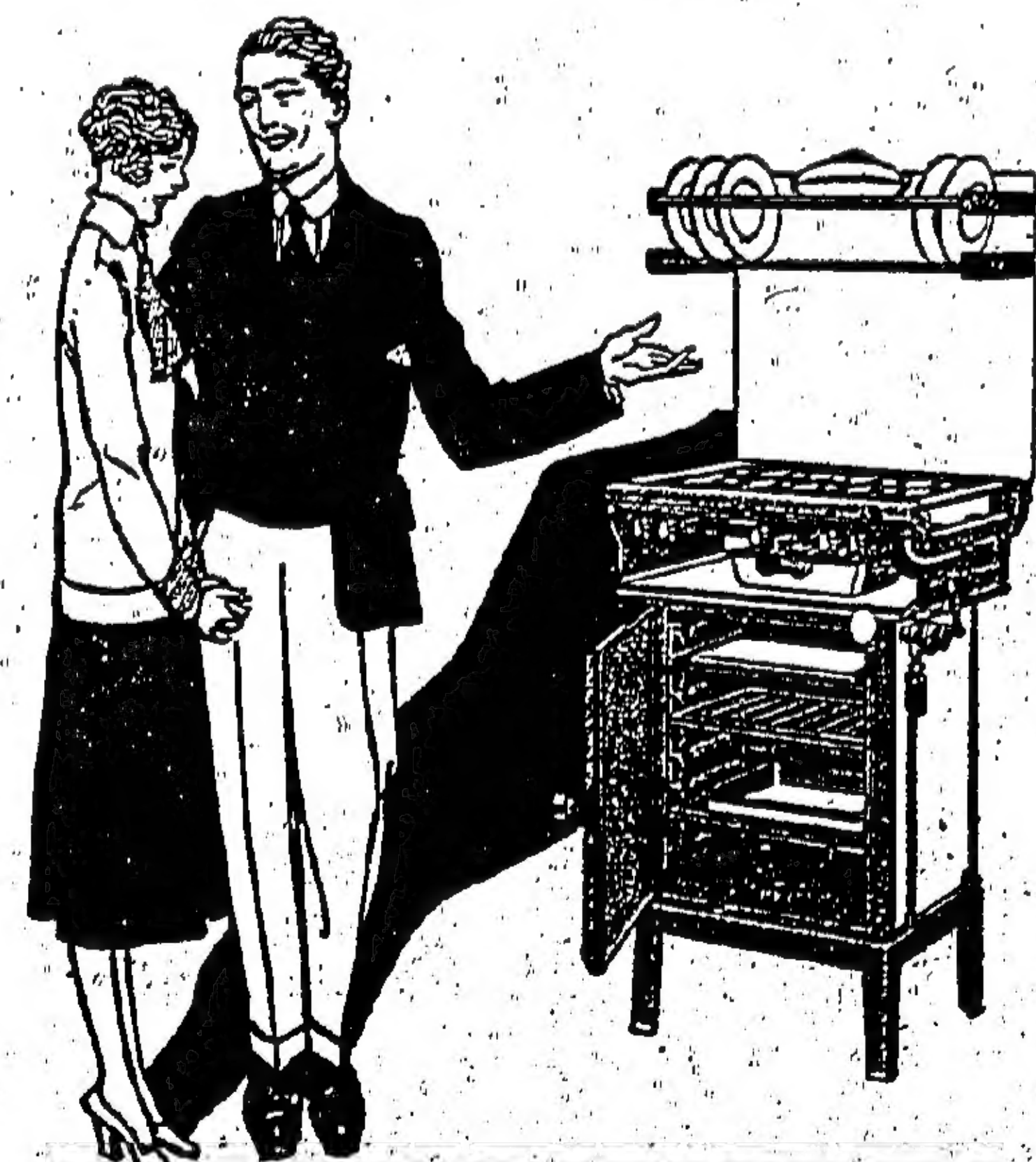
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TELEPHONE 20000.

LATE GENERAL LUI.

OBSEQUIES AT SUN YAT SEN UNIVERSITY.

[FROM OUR OWN CORRESPONDENT.]

CANTON, June 17.

The high officials of the Canton Government, from General Chen Ming Shu downward, are to-day mourning the death of General Lui Woon Im, who was assassinated early last Sunday morning at the New Asia Hotel. They are proceeding, one by one, to the College of Medicine of the Sun Yat Sen University, where the remains of the Kwangsi General and Governor are temporarily reposing, to perform their obsequies, which consist of three bows before the remains and an observance of three minutes of silence.

A big matshed has been built for the purpose of housing the remains and the principal mourners. The walls of the temporary structure are literally covered with Chinese scrolls, epitaphs, and couplets, and wreaths and other floral expressions of sympathy covered the stand on which the body lies. These are the tributes from the Canton officials and friends of the deceased.

The body has been embalmed at the College of Medicine and will be shipped back to Kwangsi to be interred at his native village, but as yet no date has been selected for the shipment. It is now reposing in a foreign-style coffin, costing \$2,000, the most exquisite and expensive of its kind, obtainable in Canton. A military uniform costing \$300 was purchased to clothe the dead General.

Much old-fashioned religious observances were in evidence. Taoist and Buddhist priests, nuns, and others. Incense and red candles are constantly burning to propitiate the gods.

The assassin is still being tried in camera at the Military Headquarters. The closest secrecy is being maintained. The trial is being personally conducted by General Chen Ming Shu.

It is learned that a number of arrests have been made, following the confessions of the assassin.

The death of General Lui Woon Im does not affect the present conditions in Kwangsi in the least, according to official circles here. Yu Fan, General Lui's chief adviser, is going back to Kwangsi to take charge of the military affairs there in the course of the next day or two.

PHOTOGRAPHIC PROHIBITION.

[FROM OUR OWN CORRESPONDENT.]

CANTON, June 17.

In compliance with instructions from Nanking, the Canton Government issued to-day a circular notification concerning pictures taken by foreigners in Kwangtung. Among other things, the notification states that foreigners are absolutely forbidden from photographing any part of strategic points, forts, barracks, arsenals, magazines, naval dockyards, aeroplane factories, military supply houses, and all other objects which have to do with national defence. Should the authorities see fit, foreigners may not even be allowed to take pictures of such places as important thoroughfares of a city, military training headquarters, places where troops are stationed, military hospitals, garrisons, and the like. With these exceptions, the foreigner is allowed to take any other pictures.

PROMOTION OF NATIVE INDUSTRIES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, June 17.

The Canton Municipal Government has to-day ordered that all factories under its control must hereafter use only native produced coal, the sole purpose being to stimulate native industries. The Government states that the only way to promote native industries is to compel the public enterprises to use native products. By so doing private industries may follow the good example set by the Government and do likewise. The use of native produced coal in factories owned by the Government is just a starting point of the nationwide movement for the promotion of native industries.

HONAN SITUATION NOW CRITICAL.

NATIONALIST FORCES FALL BACK.

MUKDEN ELDER STATESMEN KEEPING RING CLEAR.

Once again, the military situation in Honan, along the Peking-Hankow Railway line, has become grave. The Nationalist forces have fallen back, while their adversaries, the Kuomintang troops, are striking down. In view of the tense situation in Hunan, the Nanking troops on this line voluntarily retired and will remain on the defensive until the campaign against the Kwangsi "Ironside" alliance in Hunan is liquidated.

The combined forces of the Kwangsi "Ironside" coalition are now in an unfavourable position and the Nationalist forces are pressing on them from all directions. As to the situation in Shanghai, Tsinghai is peaceful, the Shaanxi troops having been repulsed.

The following cable advices from Shanghai give details of the general situation:—The Nationalists on the Peking-Hankow Railway have abandoned Linying and withdrawn to the Kokshan in accordance with the order of Marshal Chiang Kai Shek that a section of the troops on this sector be rushed to Hunan to assist in the campaign against the rebels there. The Kuomintang troops have captured Chumai.

Effect of a Mutiny.—A Japanese report says that the mutiny of Yang Hu Shen's troops is responsible for the withdrawal of the Nanking forces. The loyal troops under Hsu Yuan Chuan are understood to have suffered heavy casualties at the hands of the mutineers. The Nanking troops, before withdrawing, disorganized the railway tracks between Chumai and Kokshan and also interrupted the telegraph and telephone services. Over 400 wounded soldiers were taken to Hankow on Monday.

Tsinan is now peaceful, as usual, the Shaanxi troops having been withdrawn. The loyal troops on the Tientsin-Pukow Railway line are now in a better position. The protection of the Kiaochow-Tsinan Railway has been entrusted to Liu Chen Nien, who recently reaffirmed his allegiance to the Central Government.

A Nanking report says that Mohammedan troops and the people's militia in Kansu have risen against Feng Yu Hsiang, who has rushed some of his troops from the front to deal with them.

According to a Mukden report, the Elder Statesmen's Party of Manchuria tenaciously oppose any intervention in the warfare between Nanking and the Shaanxi-Kuomintang coalition. So far, the attitude of Chang Hsueh Liang in the matter is obscure.

First Things First.—Marshal Chiang Kai Shek has decided that the situation in Hunan should be settled first, and has ordered a section of the troops on the Peking-Hankow Railway to reinforce the troops attacking the Kwangsi "Ironside" rebels.

The Nanking authorities have received a wire from Admiral Chen Shao Kwan to the effect that the gunboats under his command have captured Siangyin, a few miles north of Changsha, the Hunan capital.

Nine aeroplanes have been dispatched to bombard the rebels at Changsha, according to a Hankow report, which adds that 3,000 men of the 3rd National Division are expected to arrive in Hankow from Peking in a few days. On Monday, many wounded soldiers were rushed to Wuchang from Hunan.

The Kwangsi troops and the "Ironside" are now being pressed from all directions. In the north, the Nanking troops under Ho Ying Ching are striking down from Yochow. In the west, the Hunanese troops under General Ho Chien are moving from Linghsiang in the direction of Changsha. In the east, the Kiangsi troops are reported to have arrived at Liling, some 70 li east of Chuchow. In the south, the Cantonese troops are attacking Siangtan, some 150 li south of Changsha. These four columns of troops expect to converge at Changsha in a week's time.

Melting Away Process.—It is understood, however, that little can be done by the Hunanese and the Kiangsi troops, whose numbers are limited. Ho Chien has now less than 2,000 men under his command, most of his troops having been turned over to or been bought over by the rebels. The Kiangsi expeditionary troops under the command of Chang Fai Chan are less than a division.

At the present time, in Eochow, everything is now quiet in the city. Peace and order have been restored, and the merchants are confident that the rebels will not be able to menace the city, at least for the time being. Troops have been rushed to Tungchow to deal with the insurgents and fighting is in progress there.

GOVERNMENT AND SALARIES.

INTERESTING MOTIONS FOR LEGISLATIVE COUNCIL.

THREE SEPARATE VIEWS.

At to-morrow's meeting of the Legislative Council the Colonial Secretary will move that the recommendations of the Salaries Commission be approved, and accordingly a sum of \$1,623,917 be charged upon the revenue of the Colony.

As against this proposal, the Hon. Dr. R. H. Kotewall, C.M.G., will move that the recommendations of the Salaries Commission, as modified by the Government, be not accepted but that the temporary high cost of living allowance approved by the Finance Committee in April be continued. Dr. Kotewall will also plead for an allowance to the dollar-paid employees.

The Hon. Mr. J. Owen Hughes will move that a committee be appointed to investigate the report of the Commissioners and make a report thereon for further consideration.

The full text of these three motions is given below:—

The Colonial Secretary to move that the following resolution:—That this Council approves the recommendations of the Salaries Commission published in Sessional Paper No. 7 of 1929 as modified by the Governor's despatch No. 37 of January 22, 1930, and approved by the Secretary of State for the Colonies in his telegram of March 25, 1930, published in Sessional Paper No. 3 of 1930, and further modified by the exclusion of the high cost of living allowance referred to in paragraph 12 of the Commissioners' report and the rent allowance for dollar salaried officers of no less than 10 years' service referred to in paragraph 130 of the report which allowances shall not be provided without further specific sanction of this Council, and accordingly resolves that a sum of \$1,623,917 be charged upon the revenue and other funds of the Colony in addition to the sums already provided in the estimates for 1930 for the purpose of carrying into effect, as from January 1, 1930, the recommendations so modified.

The Hon. Mr. J. Owen Hughes to move the following resolution:—That in view of the far-reaching effect of the Commissioners' report on employment generally and the large expenditure of public money involved, His Excellency the President of this Council be invited to appoint a committee consisting of Government nominees, representatives of employers and employees and others having a broad knowledge of the conditions of employment in this Colony, to investigate the report of the Commissioners and make a report thereon to the Government for further consideration.

The Hon. Dr. R. H. Kotewall, C.M.G., to move the following resolution:—That the recommendations of the Salaries Commission as modified by the Government be not accepted, and that, as an alternative, the temporary high cost of living allowance approved by the Finance Committee on April 10, 1930, be continued until this Council shall otherwise decide, and a similar allowance equivalent to ten per cent. of their salaries be granted to the dollar-paid employees in the Civil Service of Hong Kong, with effect from January 1, 1930.

Suggested Retrenchment.—Another resolution on the agenda, to be moved by the Hon. Mr. J. Owen Hughes, reads as follows:—That it is desirable in the interests of this Colony that His Excellency the President of this Council be invited to appoint a committee to be called "a Retrenchment Committee" for the purpose of advising the Government, economy in expenditure can, and should, be made, in the personnel and administration of this Colony.

LOCAL WEDDING.—McLELLAND-BOLD.

A pretty wedding took place at St. John's Cathedral yesterday when Sergeant John McLelland, of the Naval Yard Police, was married to Miss Ethel Bold, formerly of Messrs. Lane, Crawford & Co. The Rev. H. F. Foley officiated.

The bride, who was given away by Sergeant McNay, was attired in a long, uneven lemon gorgon dress, with a crinoline hat. She was attended by Miss Barbara Budden as bridesmaid, with Mrs. E. McNay as matron of honour. Mr. Ernest Tuck acted as "best man."

After a reception at Lane, Crawford & Co. restaurant, the couple left for their honeymoon, which is to be spent at Swatow, Amoy and Foochow.

IN CHASTENED MOOD.

BOAT GIRL TONES DOWN AT MAGISTRACY.

When Leung Kam Yui, a boat girl, was before Mr. R. E. Lindsell at the Central Magistracy on Saturday, charged with the possession of opium, she made a spirited outburst when her mother was asked to provide a bond on her account. The mother expressed difficulty in signing the document, and the defendant had then declared that she was prepared to go to gaol.

The girl, who appeared to be in a subdued state of mind, was brought before Mr. R. E. Lindsell again yesterday, and it was made known that the S.C.A. could not give any assistance in the matter. Replying to the Magistrate, the girl and her mother said that they would go to gaol to guarantee the defendant's conduct.

Addressing the girl, his Worship added: "Remember that if you get into trouble again, you will be getting your mother into trouble, too. So take care that you do not appear here again."

DEATH OF FORMER RESIDENT.—MR. A. H. SKELTON.

Mr. A. H. Skelton, for many years a partner in the firm of Lane, Crawford & Co., Hong Kong, died at his residence, South Lodge, Canford Cliffs, Bournemouth, on Sunday, May 18, from pneumonia after a brief illness.

The remains were cremated at Woking on May 21. The chief mourners at the service were Mrs. Skelton and her son, and among those present were several old Hong Kong friends, including Mr. and Mrs. A. E. Crapnell, Mr. W. King, Mr. A. Ritchie, Mr. H. P. Carr, Michael (Mayor of Woking), Mr. F. Crawford, Mr. J. W. Taylor, and Mr. B. A. Hale.

In accordance with the deceased's wishes, no flowers sent, the only floral tribute being one from the widow and her two children.

The sincere sympathy of many friends still resident in Hong Kong will be extended to Mrs. Skelton, and her son and daughter, in their bereavement.

HONG KONG TO WAIT ON CHINA.

INTERIM REPORT ISSUED ON CURRENCY.

COMMITTEE FROWNS ON STABILISATION.

It is now possible to give some very brief indication of the nature of the replies which the Currency Committee intends to give to its terms of reference.

The Committee agrees that the present currency is the most advantageous for the purposes of the trade of the Colony so long as China uses a currency based on silver. The Committee remarks that the scope of its enquiry in this respect was confined by the terms of reference to trade.

The Committee finds that the present currency system suffers from blemishes because of the facts that a premium exists on the bank note over the silver dollar in exchange and that the silver dollar is a most inconvenient medium, being difficult to carry, handle and store, which disadvantages tend to put it at a discount. Some dissatisfaction was also expressed to the Committee regarding the methods of note issue prevalent in the present system.

Proposed Panacea.

The Committee is disposed to advise remedies by a more extended use of silver bullion and also by discouraging the deposit of dead weight currency in the Colony through adjustment of the rate of interest to suit the needs of the moment. Some suggestions may also be made for more control of note issue. A Government note issue is not, however, favoured. Various minor remedies will be mentioned. Stabilisation could only be effected on a gold basis and is not, therefore, favoured, as it would divorce the Colony's currency from that of China. It is pointed out that to introduce a currency on a gold basis, present holdings of silver must be sold for what they will obtain in the new currency and that stabilisation cannot be effected at any arbitrary higher figure. The present time would, therefore, be a most inopportune one to introduce stabilisation.

Intelligent Anticipation.

The Committee is inclined to recommend, however, that in case China should see her way at some time suddenly to adopt a gold basis, in order that Hong Kong should be ready to anticipate that event, all available data should be put before expert opinion and a feasible scheme worked out in detail whereby the transfer of the Colony's currency from a silver to a gold basis may be effected as smoothly and with as little trouble and expense as possible.

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THEFT AT BATHING MATSHED.

A SCHOOLBOY'S CLEVER TRICK WHICH FAILED.

BOUND OVER BY THE COURT.

Yuen Ye Kong (18) a pupil of Sainam School, Bonham Road, pleaded guilty in Mr. Lindsell's Court yesterday to the theft of a gold wrist watch from a school mate.

Detective Sergeant Goodwin, prosecuting, stated that the two young men went to the Chinese Civil Servants' Bathing Club and the defendant suggested to his friend that in view of the many thefts recently, it would perhaps be prudent to conceal the watch in a shoe, a suggestion with which the other youth readily complied.

After bathing, however, it was found that the watch was missing and the defendant expressed surprise. Inquiries were made at the office where valuables are handed over for safe-keeping and it was found that a short time before the defendant had handed in a parcel wrapped up in a handkerchief. One of the articles in the parcel was the gold watch in question.

There have been numerous complaints of thefts at the shed," said Sergeant Goodwin, who also added that the defendant came of respectable parents and that this was his first offence.

"Why did you do such a thing?" asked Mr. Lindsell of the defendant.

Yuen replied that he yielded to the temptation of the moment.

"Don't disgrace your parents; let this be a lesson to you," said his Worship as he bound defendant over in two personal sureties of \$100 each.

HARBOUR PIPE-LINE.

SATISFACTORY TESTS.

There is no leakage in the pipeline which carries water from Kowloon to the island, nor has there been one.

The reduction of pressure, to which reference was recently made, was the result of deliberate action, and not accidental. A series of tests by the water engineers have been in progress during the past week or two to ascertain whether the pipeline was in order.

Those tests have been completed, and it is now authoritatively announced that the pipeline is and has been in perfect order. This news will be received with great satisfaction, and the result of the exhaustive tests made is a tribute to the care taken by those in charge of the work of laying of the line across the harbour to see that the job was done in a workmanlike manner.

THE EXTRADITION CASE.

FURTHER EVIDENCE HEARD.

Further evidence was given by several witnesses for the defence yesterday, when extradition proceedings against Tang Ying for the alleged murder of Tang Suk Kwan and Tse Sui Wong at the Yuet Tong village, Tung Koon district, on April 25, were continued before Mr. R. E. Lindsell at the Central Magistracy.

Tang Yuen Kong and Tang Kau, two coolies working at Wing Cheong Shing, 2, Tin Hong Lane, testified that on the day of the alleged murder, the defendant was in Hong Kong engaged in carrying cargoes to certain ships, and they declared that the defendant had been falsely accused.

The accountant of Wing Cheong Shing stated that so far as he could recollect, the defendant had been in the shop till April 30, but it was possible that the man might have been absent for a few days without his noticing it.

The case was again adjourned.

AERODROME THEFTS.

R.A.F. MEN WHO HAD TO BE OUT OF POCKET.

A fireman employed at the Kai Tak Aerodrome was charged before Mr. T. S. Whyte-Smith at Kowloon Magistracy yesterday with stealing 16 coils of control cable from the Aerodrome. A marine hawker was also charged with receiving the stolen property.

It was stated that the fireman was seen by Flying Officer Webb, R.A.F., handing out the cables through the fence to the marine hawker, who was on the outside. The fireman had been employed for 24 years at the Aerodrome and had good character.

The magistrate imposed a fine of \$25 each or three weeks' hard labour on both defendants.

It was also mentioned that in the past petrol oil and tools had been stolen in the same way and the men stationed at the Aerodrome had to make good these losses.

BILLIARDS!

STEVENSON'S and PEALL'S CUES.

CHALK SUSPENDERS

SPIDER RESTS

CUE TIPS

CUE WAFERS

CUE CLIPS

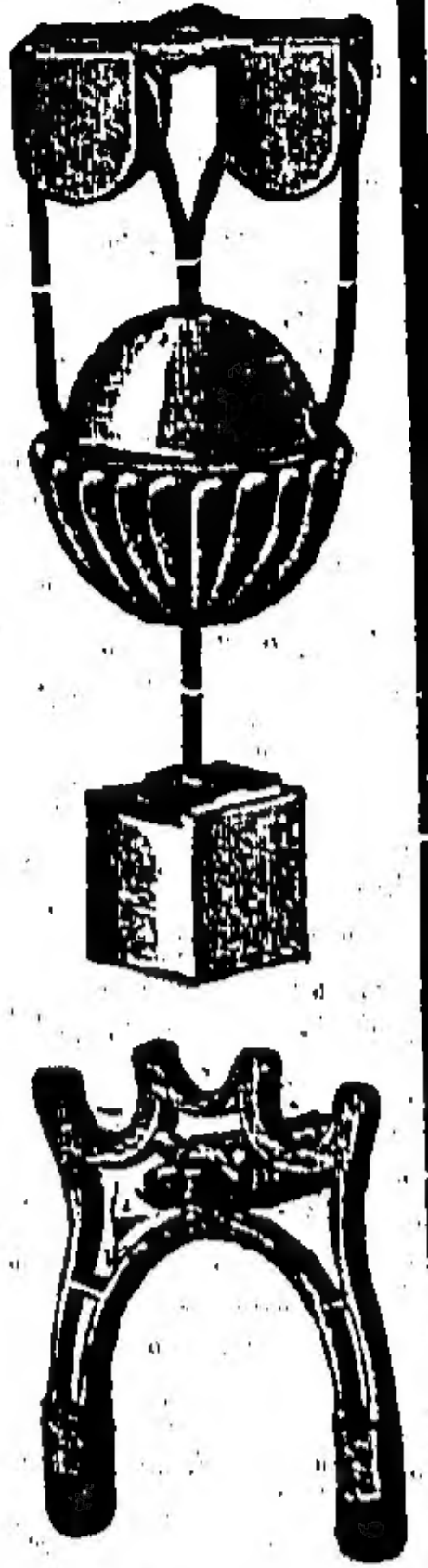
CUE CASES

PATENT POCKET NETS

ROSEWOOD BUTTED

AND

PLAIN ASH CUES.



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by the J.H. SQUIRE CELESTE OCTET

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DX 20-ALBUMBLATT
9808-INVITATION TO THE VALSE
9494-RHAPSODIE NO. 2
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The Anderson Music Co., Ltd.

鮮人莫不飲食也
能知味也

"There is nobody but eats and drinks; But there are few who can distinguish flavours"

Take the pleasantest path to health and vigour. HORLICK'S, the original MALTED MILK, is not only a perfect food—it is a most delightful and refreshing drink.

The flavour and aroma is most appetising; it is enjoyed by young and old, infants and invalids. Easily made with hot or cold water. HORLICK'S is the pleasantest health-giver obtainable.

HORLICK'S
THE ORIGINAL
MALTED MILK
IN 4 SIZES
AT ALL CHEMISTS & GROCERS

Representative—Mr. H. M. HODGES, P.O. Box 1371, Shanghai.



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"MARY GARDEN"
Perfumes
that sell themselves

because the packing is attractive, the contents fascinating and the price amazing. Copious selection with or without alcohol from stock goods to scents for the Smart Set.

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NEW ADVERTISEMENTS

HONG KONG JOCKEY CLUB.
CASH SWEEP TICKET No. 400.
SECOND RACE—SEVENTH
EXTRA RACE MEETING, 1929.

THE above Ticket which was purchased by Mr. FUNG WANG CHI, Having Been Reported LOST, NOTICE IS HEREBY GIVEN that unless the said Ticket is produced to me within ONE MONTH from THIS DATE, All Rights under such Ticket shall become Null & Void.

By Order,
O. B. BROWN,
Secretary.
Hong Kong, 18th June, 1930. [9556]

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at EXCHANGE BUILDING, 21st JUNE, 1930, at 11.30 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from 12th JUNE, 1930, to 21st JUNE, 1930, Both Days inclusive.

By Order of the Board of Directors,
A. W. BROWN,
Secretary.
Hong Kong, 7th June, 1930. [9520]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY NINTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., 21st JUNE, 1930, at NOON, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th JUNE to 2nd JULY, 1930, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hong Kong, 28th May, 1930. [9481]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"
Six-roomed & Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas
Modern Construction with Garage.

"CAMBAY BUILDINGS"
Flats with Modern Conveniences.

LEADING NEW NOVELS . . \$4.00 each.

H. L. Deakin's **THE SECRET OF THE COVE.**
A tale of mystery and intrigue taking the reader from Whitehall to the Cornish Coast.

Edwin Dwyer's **THE ARMY BEHIND BARBED WIRE.**
The diary of a German officer who was taken prisoner by the Cossacks in 1916 and sent to a Siberian prison camp.

William McFee's **NORTH OF SUEZ.**
Port Said, where East meets West in a jumble of tongues, creeds, ideals and mistrusts, is the scene of this interesting book.

Major A. J. Dawson's **THE CASE BOOKS OF X 87.**
A singular collection of human documents relating to London's underworld.

W. Martyn's **THE TRENT TRAIL.**
For thrills and excitement the Trent stories are outstanding.

L. P. Greene's **THE FLAME.**
An interesting book on Africa's people and the traditions that order their lives.

J. M. Walsh's **THE BLACK GHOST.**
A gripping plot with quick movement and haunting mystery.

LOST PROPERTY. By The Rames of Sarawak.
A book charmingly written. It is the pathetic story of an Englishman who marries a Malay, resulting in two Eurasian children. The names of the persons mentioned in this story are purely fictitious.

W. E. Lowbridge's **THE HOUND DESIRE.**
The complex drama of the fate of a lovely girl.

Sarah Salt's **STRANGE COMBAT.**
A powerful and dramatic story.

John Owen's **MANY CAPTIVES.**
A lovely piece of work.

J. C. Condon's **THE TWO TICKETS PUZZLE.**
The latest detective story. Murder on the Railway!

KELLY & WALSH, LTD.

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A Beneficial Result of

Good Whisky.

A police friend reports the following instance of the beneficial properties of Whisky. In response to a recent telephone call regarding a burglarious entry into a high class residence, he found the resident in a much happier state than might well be expected. The reason was that although a quantity of plate had been removed, a number of trophies and valuables of a sentimental nature, although gathered together for removal, had been left behind with the following note: "Your Whisky was so good and satisfying that I have only taken articles which I think have no great sentimental value for you. For this thank your Whisky.—Bill Sikes."

Wonderful Whisky

Dewar's

"White Label"

Dewar's

"Victoria Vat"

Whisky de Luxe.

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WINE AND SPIRIT MERCHANTS

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from SUNDAY, 22nd JUNE, to TUESDAY, 24th JUNE, 1930, inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hong Kong, 14th June, 1930. [9535]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.27 p.m., stated:—

The northern depression is moving N.N.E. towards Nemuro. The southern depression remains central over Tongking.

Local Forecast:—S. or variable winds; moderate; generally overcast; occasional rain.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press

HONG KONG, JUNE 18, 1930.

CURRENCY REFORM.

THERE is nothing very sensational in the interim report of the Currency Commission. Probably nobody expected there would be. The subject is not one which lends itself to sensationalism, but is one which has to be considered very soberly. The Commission appears to have some suggestions to offer for the improvement of certain conditions in regard to the currency of the Colony, but is definitely opposed to stabilisation of the dollar. This could be done only by putting our currency on a gold basis, and the objections to this are two—it would divorce the Colony's currency from that of China, and in the present state of the silver market such a change would be disastrous. Until the extended report of the Commission is available it is scarcely possible to comment upon the decisions reached and suggestions made, other than to say we agree that this is no time to engage in experiments. That we should prepare plans for action if and when China adopts a gold basis for her currency is a sound idea. Meanwhile we can but try to adjust ourselves to the new conditions, and by effecting all reasonable economies minimise the unpleasant effects of the slump from which China trade is suffering.

THE FIGHT FOR FUNDS.

THAT which had been long anticipated has come to pass, and the sequel is the flight of the Commissioner of Customs at Tientsin to his Consul for protection. We are told that General Yen Hsi SHAN had repeatedly ordered the Commissioner to cease remitting about \$300,000 of Customs revenue monthly to Nanking, but he refused to obey this instruction—as, of course, he was bound to do—therefore it is now necessary to remove him. Fortunately, it is not necessary to read any sinister meaning into that grim phrase, for Mr. HAYLEY BELL was apparently allowed to leave his office unmolested to take refuge in the British Consulate-General. "PUTNAM WEALE" has been appointed (by General Yen) to the post of Commissioner of Customs, with instructions to see to it that no money leaves Tientsin for Nanking "for the prolongation of the war." This move at least shows very clearly that the recent talk of a settlement of the Northern-Nanking quarrel was far from being founded upon fact.

It has been a long-standing grievance with the Northerners that, although Peking and Tientsin are well within their "zone of influence," money has been sent regularly by the local Customs authorities to Nanking. The position of the Commissioner of Customs was a very difficult one. Obviously he must act upon instructions received from headquarters, and not upon hints, suggestions or even orders from persons whose authority he cannot officially recognise. Hence, in spite of General Yen's repeated notifications to the contrary, Mr. HAYLEY BELL was compelled to carry out the instructions given to him

by his own superior officers, and send this money to Nanking. Not to have done so would have been disloyal to the Government; he served, but now that it has been necessary "to remove him" he has the personal satisfaction of knowing that he discharged his duty faithfully so long as it was possible to do so.

Probably it was a matter of personal indifference to Mr. BELL whether the monies he collected remained in the North or were remitted to Nanking. He was concerned with the collection of cash, not the spending of it, but it is easy to understand how the Northerners regarded the situation. They saw \$300,000 in local revenues actually leaving their territory every month for that of the "enemy," there to be used to bring about their downfall. It was inevitable that sooner or later action would be taken to stop this "leakage," and it is really surprising that the crisis did not come about long ago. Further developments will be interesting to watch.

This is not the first time that politics have been brought into play in connection with the Customs service, nor is it likely to be the last. The 2½ per cent. surtax imposed upon dutiable articles is supposed to go direct into China's own treasury. The Nationalists naturally declare that Nanking is the proper repository for such funds. The Northerners, with equal logic, object to finance the military operations of an Administration with which they are at war. In such circumstances the lot of the unfortunate Commissioner of Customs is an unhappy one. Seeing that his removal had been decided upon by General Yen Hsi SHAN, retirement to the British Consulate with his books and papers was all that Mr. BELL could possibly do, there to await developments.

RUSSIA'S NEW POLICY.

AN unequivocal warning against too drastic interference in the personal and home lives of the workers has just been issued in Moscow by the Central Committee of the Communist Party, whose views on such matters are tantamount to an order. The action speaks volumes for the change of temper that has occurred in the ranks of Communist leadership. It is clearly in line with the cooler, more conciliatory tactics hurriedly introduced in all departments of national life after the recent spell of acrobatic speed on the road towards socialization.

Proposals for the immediate communication of family life, for removal of children from their parents, for the abolition of individual kitchens, were accepted by the Press only a few short months ago with great enthusiasm. Now the Central Committee, at the head of which is JOSEPH STALIN, warns that:—"The realization of such dangerous and Utopian ideas without taking into consideration the material resources of the country, and the readiness of the population for it, would mean great losses of money and a severe discrediting of the very notion of Socialistic reorganization of the way of life." The leaders in these hasty revolutions of everyday life are described as guilty of "extremely unreasonable, fantastic, and therefore dangerous attempts to overcome with one jump all obstacles on the road to the Socialist reorganization of life." The Central Committee accuses them of failure to take into consideration the backwardness of the country culturally and economically.

The revised Communist attitude will result in immediate reconsideration of a score of projects for new industrial cities or improved sections of old cities. The Central Committee has stuck a pin into the inflated rose-tinted balloon of the new all-Socialist cities, where home life and personal distinctions would be as nearly as possible abolished. After discarding "dangerous and Utopian ideas," the new construction must provide for plenty of open spaces, a maximum of hygienic conditions, and physical comfort, including private kitchens, clubs and children's institutions. The publication of this warning just before the national conference of the Communist Party now sitting is not accidental. It seems another move on the part of the leaders to take the wind out of the Opposition sails by correcting alleged excesses.

★ News and Views ★

Admiral Sir Reginald Tyrwhitt hoisted his flag at Chatham, last month, as Commander-in-Chief of the Nore. Admiral Sir E. S. Alexander-Sinclair has completed the usual tenure of three years in this post, and is now to become First and Principal Naval Aide-de-Camp to the King. Sir Reginald Tyrwhitt's last service was as Commander-in-Chief on the China Station, where he was relieved in February, 1929. Paymaster Commander K. E. Badcock, D.S.O., who was secretary to Sir Reginald, will also be with him at the Nore. The flag-lieutenant will be Lieutenant E. W. Thurston, from H.M.S. Nelson, who was a sub-lieutenant and lieutenant in the sloop "Bluebell," on the China Station during Admiral Tyrwhitt's time out there.

Vincent Hong, the first Chinese treasurer seen in Europe, has arrived at Barcelona from South America.

The new submarine Pandora was commissioned on May 17 at Barrow, for trials, as tender to the Dolphin, depot-ship, and service on the China Station. She will be commanded by Lieut.-Commander A. L. Brant, late staff officer for operations on the Admiral's staff in the Nelson and formerly in command of submarine L25. The Pandora is another instance of a submarine which has taken a name formerly given to surface craft. There was a cruiser Pandora, launched in 1900, which was scrapped in 1913 after a commission on the Africa Station; and the last of the name was a submarine depot-ship, purchased in 1914, and paid off in 1922.

The date for the Vienna Autumn Fair, which always follows immediately after the Leipzig Fair, has been fixed from September 7 to 14.

A bedouin went to the headquarters of the Royal Air Force in Bagdad recently carrying a large sack. He had in it £700 in sovereigns, which he wished to exchange for a trip to Jerusalem by air. The money, he said, was given to him by an Englishman during the war, and had been kept hidden in the earth. He had no desire to keep the money and no wish to live if he were not allowed a trip in one of the "airbirds" which he had seen flying overhead.

Mr. Duncan Clark, formerly partner with the late Mr. A. H. Skelton in the firm of Lane, Crawford & Co., has been recuperating at Newquay, Cornwall, after a serious operation in a London nursing-home.

One of Chicago's bright young women bandits has been playing a novel trick on victims of her own sex. Reports to the police disclose that she gains admittance to apartments when the menfolk are absent. Then, at the revolver's muzzle, the intruder will compel the woman or women of the house to disrobe and to sit in a bath after it has been filled with water. Thereupon the robber woman carries off all the other women's clothes and otherwise loots the place at leisure.

A deputation of Chinese Government officials are visiting London to obtain a practical knowledge of sanitary work in the Port of London.

Mr. John Thomson, an accountant, of Grand Avenue, Muswell Hill, London, gave the following advice in his will to a daughter:—"I desire that my daughter Ethel shall in all things bear in mind that I have worked hard for the capital which I am able to leave to her, and if she do so I feel sure she will not be carried away by specious persons who unfold dazzling schemes for making fortunes quickly. My experience is that such schemes are in most cases designed for catching the unwary and inexperienced, and end by speculators losing their money. Before my daughter takes any steps for investment of her capital I desire that she take the advice of a capable and disinterested person."

A Jewish administrative district, where Yiddish will be the official language in schools and courts and for the transaction of public business, has been established in the Krivoy Rog region of Ukraine. It is the third district of its kind in the Soviet Union and conforms with the Soviet policy of giving all the nationalities of the Soviet Union the official use of their native languages wherever they constitute a majority of the population.

An "Advice to the Lovelorn" column in a Chicago newspaper that strives to promote happiness in the home had the opposite effect upon the wedded bliss of J. David Dunne, according to his wife, Jean. Mrs. Dunne is suing her husband for separate maintenance. "Two weeks ago, after reading 'Advice to the Lovelorn,'" she said, "he announced that I was not at all like the wife portrayed in the paper. He said that the important thing was not to get a man, but to keep him. He then left the house and I have not seen him since."

★ Local Notes and Events ★

The next meeting of the Legislative Council has been fixed to be held on Thursday. H.E. Sir William Peel will be present, and it will be the first meeting presided over by him.

At Thursday's meeting of the Legislative Council, the first reading will be proposed of a bill entitled "An Ordinance to provide for the taxation of light hydro-carbon oils."

Passengers arriving aboard the President Lincoln included Lieut. Comdr. J. H. Hawley, accompanied by Mrs. and Miss Hawley.

Mr. W. W. Burrell, of the American Asiatic Underwriters, and a popular local baseball player, left for Shanghai in the s.s. President Grant.

Mr. A. E. McCartney, of the P. & O. Bank, was a passenger on the outgoing Dollar liner. Mr. McCartney is travelling to England via the United States.

Aboard the President Grant is Mr. Charlie Shank, head of the Hong Kong Excavation and Pile Driving Company, on a business trip to the North.

After a short business stay in the Colony, Mr. J. E. Perkins, of the Paramount Picture Corporation, with Mrs. Perkins, left for Shanghai by the Dollar liner.

Professor Bristow Adams, of Cornell University, New York State, arrived in the Colony in the s.s. President Lincoln. He is on a tour of the Orient.

Among the passengers travelling to Shanghai in the s.s. President Grant was Mr. W. M. Meertens, the Far Eastern Manager of the Netherlands-Indische Commercial Bank.

A public car collided with a tramway standard in Des Voeux Road Central, near the Western Market, early yesterday morning, some damage being done to the vehicle. Two women, who travelled as passengers, received injuries, which, however, were not so serious as to detain them in hospital.

At the Marine Court yesterday, two mistresses of passenger boats were fined \$14 and \$23 for carrying 14 and 18 excess passengers in their respective boats. In the latter case, the defendant had also to pay a fine of \$10 for failing to notify the Harbour Master of the change of ownership of the craft.

Mr. J. L. de Noma, a plumber on board the President Lincoln, has reported the loss of a gold watch. It was stated that some person removed it from his cabin late in the afternoon.

The health returns for the week ending June 14, show that there were six Chinese cases of typhoid, three fatal, and three non-Chinese cases, one fatal. There was also one Chinese case of smallpox, one of diphtheria, three deaths from influenza, six from malaria, 64 from tuberculosis and one non-Chinese death from the last-named disease. Against that, there was a clean bill of health for the 24 hours ended June 16.

A Chinese, described as an habitual criminal and a life banished from Singapore, was before Mr. T. S. Whyte-Smith at Kowloon Magistrate's yesterday, for stealing seven bundles of firewood from a hut in Tai Kok Tsui. He was sentenced to four months' hard labour. Another local banished, who was found in the Colony before the expiration of his term, was sentenced to eight months' hard labour and 15 strokes of the birch.

An audience of paid extras accorded Lee Tracy some honest criticism when he did a four-minute monologue in one of the theatre scenes in "Big Time," the all-talking drama, in which he is featured with Mae Clarke and Josephine Dunn, and which will be playing this week at the Queen's Theatre. Tracy went on shooting gag after gag at the audience, but the gags he thought best were not as good as some of those of which he was more or less in doubt, proving that an audience, as a whole, is a better critic than a performer.

Nicola, who is recognized as one of the world's most famous magicians, is now touring the East and will be due to play at the Star Theatre, Kowloon, shortly. The name Nicola is famed the world over, a name which has topped the bill in almost every big city. Described as "The Whirlwind Magician," he is at present playing the Straits Settlements with a company of International Stars and beautiful Broadway girls. The company has been acclaimed everywhere for its music, mystery, comedy, gorgeous costumes, and scenery. The opening date of the season will be announced shortly, when advance booking facilities will be available.

Mrs. Leigh, of 11, Cameron Road, Kowloon, has reported to the police the loss of a handbag containing about \$50 in money. The article was left behind either on a ferry or in a ricksha at noon yesterday.

Looking Back 25 Years.
The Harbour Master in his annual report under the heading of "Trade" says:—"Once more it is necessary to call attention to the want of accuracy in the returns under this heading. There being no Customs House in the Colony, it is impossible for accurate returns to be compiled, but information given by the officers and agents of ships might with advantage be of a fuller and more detailed description. It is true that I am empowered to call for copies of manifests of cargo imported, but so long as the favourite and comprehensive term Case of Merchandise continues to be employed, such manifest will not help us much, while to deal with the various weights and measures of the cases, etc., as entered in the manifests would require a very much larger staff than we now possess. As it is the returns are compiled by the Assistant Harbour Master from information given by officers of the ships, or, in some cases, the agents. It frequently happens that the officer giving the information is ignorant of the existence or board of certain items which it is imperative should be reported, e.g., Dangerous Goods."—*Hong Kong Daily Press*, June 19, 1905.

Looking Back 50 Years.
In the ridiculous jargon known as Pidgin English who can have failed to remark the frequent occurrence of the quaint expression "one piece?" This arises from the use of classifiers. *Yat Cheung* too fully translated would read somewhat as follows:—"One large article of household furniture, to wit, a table." But as the Chinaman cannot well go into all these minutiae and intricacies of language, and as it would not come natural to him to ignore the classifier altogether by saying "one table," he consequently says "one piece table." There are very many classifiers, used to denote objects small and large, round, flat, long, etc., animals, brute or human, etc., a list of which would be altogether beyond the limits of these notes.—*Hong Kong Daily Press*, June 18, 1880.

SEIZURE OF TIENTSIN CUSTOMS.

GRAVEST EVENT IN HISTORY OF ADMINISTRATION.

MR. HAYLEY BELL PREVENTS A CRISIS.

RIVAL COMMISSIONERS' STATEMENTS.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, June 16.
(Delayed by Censor.)

This morning representatives of Yen Hsi Shan seized the local Customs and took over complete control.

New Commissioner Presents Credentials.

Mr. Lenox Simpson presented his credentials to the Commissioner, Mr. Francis Hayley Bell, appointing him (Mr. Lenox Simpson) as Commissioner of Customs.

Suspension of Business.

The offices are isolated, the telephones are cut, callers are being turned away, and business is suspended.

The situation has reached a deadlock.

Security for Foreign Loans.

Official notices by the Garrison Commander are posted on the premises and in the vicinity informing the public that the administration has been taken over by the orders of Yen Hsi Shan, and giving an assurance, *inter alia*, that adequate revenues will be deposited in the usual banks to cover the obligations of the foreign loans secured on the Customs revenues.

Incident Creates Precedent.

The *Peking* and *Tientsin Times* describe the events as the gravest in the history of the Chinese Customs, and fears that should Mr. Hayley Bell's efforts fail the Customs administration will gradually disintegrate, as the seizure will create a precedent which will only be too eagerly followed by the militarists elsewhere in China.

The newspaper states that the most distasteful fact that Britons are involved in this attempt to destroy the integrity of the Customs is a matter for the most serious concern.

Evacuation on Interference.

LATER.

Upon the arrival of Mr. Hayley Bell at the Customs offices on Monday morning, the Chinese Superintendent of Customs formally notified him that the administration had been taken over by the Shansi party, and introduced Mr. Lenox Simpson as the new Commissioner.

After some discussion, Mr. Hayley Bell declared that his instructions were to evacuate the entire staff in the event of interference, upon which Mr. Simpson retorted that any Chinese obeying the evacuation order would be shot as a deserter.

Mr. Hayley Bell prevented a crisis by agreeing to defer the order for 24 hours pending instructions from Shanghai.

In the meantime, Shansi soldiers in plain clothes occupied the compound and offices.

Commissioners Interviewed.

LATER.

Mr. Francis Hayley Bell, in the course of an interview with Reuter's representative, stated that the situation at present was at a standstill pending instructions from the Inspector-General of Customs.

Mr. Hayley Bell said that the militarists' drastic action yesterday morning came as a complete surprise, as he had hoped that the negotiations which had been going on for some time would result in an amicable agreement and prevent interference with the Customs' integrity. The Customs constituted the only solid thread in China's financial fabric, and should the local precedent pass unchallenged the country's only hope of economic recovery seems completely doomed.

Mr. Hayley Bell emphasised that he views the situation non-politically and purely from the Customs' standpoint. The question now hinges on Shanghai's reply regarding the proposed evacuation of the staff, who in the meantime are carrying on as usual under the new Commissioner, Mr. Lenox Simpson.

Mr. Lenox Simpson, in the course of an interview with Reuter's correspondent, stated that yesterday's step was the only possible one left to the Northern faction, as it would have been ridiculous to continue to permit the revenues from this area to swell Nanking's war chest.

Mr. Simpson said that for six weeks past every means available had been used to persuade the local Customs administration to a reasonable compromise, but all advances had been rigidly rejected.

SERIOUS BLOW TO COUNTRY'S CREDIT.

SHANGHAI, June 17.
Mr. T. V. Soong, in the course of a statement, said that the "forcible seizure of the Tientsin Customs by the agents of the militarists constitutes a serious blow to the national credit, and endangering all future plans for financial rehabilitation, as well as the existing foreign and domestic obligations secured on the Customs. Mr. Hayley Bell has maintained the best traditions of the service in refusing to allow disruption of the integrity of the Customs. Steps, however, are being taken which will ensure the collapse of this phase of the militarists' adventure very shortly. The desperate acts of the Northern faction in trying to destroy the only possible instrument of the national credit is a sufficient refutation of their own claim that they would very shortly be able to overthrow the National Government and establish their own."

WHY GENERAL YEN TOOK ACTION.

\$800,000 A MONTH FROM TIENTSIN CUSTOMS.

[UNITED PRESS.]

PEKING, June 6.

The sum of about \$800,000 monthly has been going to Shanghai to be used in the civil war against the Northern allies, from the port of Tientsin ever since the war started, declared Mr. Chou Ngao Hsiang, Director of the Foreign Affairs Department of the North, in an interview with foreign correspondents in Peking.

The Government at Nanking, declared Mr. Chou, is therefore using

the money raised in the North for war against the North, and he added that this must be stopped.

Mr. Maze's Position.

From the Northern point of view, declared Mr. Chou, this is the basis of the controversy which Marshal Yen Hsi Shan has had with Mr. F. W. Maze, Inspector-General of Customs in Shanghai. Marshal Yen has acted very carefully, Mr. Chou said, because he has no desire to disrupt the Customs, but added that unless Mr. Maze accepts a compromise proposal offered by Marshal Yen the Inspector-General will be dismissed, and means will be found to "stop the flow of money" out of the port.

"Marshal Yen is acting strictly within his rights," said Mr. Chou. "He naturally does not want the National Government at Nanking to get money from his own territory to use in civil war against him."

(Continued on next column.)

CHANGSHA RECAPTURED.

[THROUGH REUTER'S AGENCY.]

HANKOW, June 17.

General Ho Chien recaptured Changsha at six o'clock yesterday morning.

The Kwangsi troops are reported to have evacuated Changsha on the 15th inst., and proceeded to Liling en route to Kiangsi.

KUOMINCHUN CLAIMS.

DESTRUCTION OF NANKING'S AIR BASE.

[THROUGH REUTER'S AGENCY.]

PEKING, June 17.

An official communique from Kai-feng claims that Kuominchun cavalry again destroyed Nanking's air base at Lungshai consisting of 11 aeroplanes on the 11th inst. It is also claimed that the Northerners captured Yen-cheng-hsien, Sipinghsien and Suiping-hsien on the Peking-Hankow Railway.

FOREIGN CONCESSIONS.

(Wah Tai Yat Pao.)

NANKING, June 17.

The Ministry of Foreign Affairs has appointed a Committee of five to restore all foreign concessions in China. The Committee will take over Weihaiwei in the near future.

ANNIVERSARY OF CHANG TSO LIN'S DEATH.

(Wah Tai Yat Pao.)

MUKDEN, June 17.

The anniversary of the death of Chang Tso Lin will be observed on the 21st inst.

Many leading officials both civil and military are coming here to attend the memorial ceremony. It is understood that taking advantage of the gathering of the leaders of Manchuria, Chang Hsueh Liang will hold a high military conference.

KIDNAPPED MISSIONARY RELEASED.

[THROUGH REUTER'S AGENCY.]

PEKING, June 17.

Mr. Clifford King, of the Society of the Divine Word, who was captured by bandits in South Hunan on June 7, has been released. One hundred and sixty soldiers from the garrison at Loshan were sent to the village where Mr. King was being held, and they forcibly set him at liberty and brought him back to safety.

History of Recent Events.

The Customs controversy, as explained by Mr. Chou, is as follows: On April 30, Marshal Yen instructed the Chinese Superintendent of Customs at Tientsin to stop remittances to Nanking over and above the 5 per cent. upon which foreign and domestic loans are secured. This 5 per cent. Marshal Yen said, should go to Shanghai as before, but amounts above that, which average \$300,000 a month, should remain in Tientsin.

"Marshal Yen did not ask to use this money himself for civil war," explained Mr. Chou. "He asked only that it be held so that the Nanking faction could not use it against him."

But Mr. Maze, continued Mr. Chou, sent up a new British Commissioner, Mr. F. H. Bell, with instructions to send the money as usual. Mr. Bell took the collections out of the hands of the Chinese Superintendent and collected it himself, put it in the Hong Kong and Shanghai Bank, and sent it to Shanghai.

Suggested compromise. "There was a long discussion of the matter," said Mr. Chou. "Marshal Yen finally made a compromise proposal that the surplus funds be turned over to a committee of foreign and Chinese bankers, who should be instructed to keep the money until the outcome of the civil war was clear."

Mr. Maze, said Mr. Chou, flatly refused any compromise, and ordered the money to be sent to Shanghai as usual. This has been done for many weeks.

Drastic Action.

"We are now ready to act drastically," said Mr. Chou. "As matters stand, we are helping to pay the war expenses of a faction which we consider illegal, and which is killing our soldiers. We do not ask to use this money for our own war expenses, but merely to keep it for that purpose. The British Inspector-General is a servant of the Chinese people, but he has acted as a servant of one faction against another, which controls a larger part of the country. Obviously, we cannot allow this to continue."

EGYPTIAN CABINET RESIGNS.

[THROUGH REUTER'S AGENCY.]

CAIRO, June 17.

Nahas Pasha has tendered the Cabinet's resignation.

LATER.

It is understood that the Palace suggested various amendments to a Bill submitted by the Cabinet for safeguarding the Constitution and the trial of the Ministers responsible for its suspension.

The Cabinet rejected the compromise proposals, and in view of its inability to fulfil a promise contained in the speech from the throne to introduce such legislation during the present session, it felt that it would be incompatible with its dignity to retain office.

O.T.C. COLOURS.

PRESENTED BY HIS MAJESTY.

[BRITISH WIRELESS SERVICE.]

LONDON, June 16.

In the Quadrangle of Windsor Castle, the King, in the uniform of a Field-Marshal, accompanied by the Queen, presented to-day to the Officers Training Corps their new colours.

These are a replica of the colours sanctioned by Queen Victoria 70 years ago. The most famous regiments of the line have been in the Quadrangle to receive their colours from the Sovereign, but never before has a Public School Battalion been accorded a similar honour.

Before the 500 Cadets marched past, the King, addressing them said:—"In the patriotic wave of 1880, which brought your force into being, Eton was among the first of the Public Schools to be enrolled. There is no battlefield, no outpost of Empire where Etonians have not fought with valour and worked with distinction."

"During the Great War you had a splendid record—5,715 Etonians served in the Forces and 1,088 gave their lives, while 13 Victoria Crosses were awarded. "As Colonel-in-Chief of the Officers Training Corps, I have followed this movement from its beginning with interest and appreciation. In war the valuable work of the Corps can never be estimated. In peace it forms a happy link of comradeship between the Public Schools and paves the way for commissions in my Regular and Territorial Army. Above all, it helps to stimulate the formation of character and fosters that esprit de corps which is the proud heritage of our race."

MALTA ACCEPTS CHURCH YOKE.

RELIGION FROM ROME, BUT NOT POLITICS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16.

Lord Strickland arrived here to-day from Malta by air.

LATER.

In an interview with Reuter, Lord Strickland emphasised that the Government of Malta did not wish to shake off the yoke of the Church. They were prepared to take religion from Rome but politics from themselves.

Previous Popes had allowed complaints against Bishops and Priests, but the present Pope did not appear to wish to listen to such complaints. The Pope was inflexible, but the Bishops were not necessarily so.

Lord Strickland added that he felt confident that a satisfactory solution would be found.

Reply to Archbishop's Protest.

MALTA, June 16.

The Governor, replying to the Archbishop's protest against the police, declares that he has not found any grounds for censure or criticism of the police, and reminds the Archbishop that the safety of the community lies in the hands of the police.

The Governor trusts that he may count on the co-operation of the Archbishop in reducing to a minimum the opportunities for public demonstrations which might lead to disorder.

In connection with Lord Strickland's visit, the Archbishop now reminds the Government that the British Government's White Paper reproduced the Vatican's accusations against Lord Strickland. It therefore does not seem unreasonable that Lord Strickland should publish his defence in an official paper.

UNEMPLOYMENT AT HOME.

LLOYD GEORGE'S OFFER TO GOVERNMENT.

SUGGESTED TREATMENT AS A NATIONAL EMERGENCY.

[THROUGH REUTER'S AGENCY.]

LONDON, June 17.

An offer of a guaranteed majority to the Government if they will convene a special emergency session of Parliament to deal with a great unemployment measure has been made by Mr. Lloyd George, the leader of the Liberal Party.

In an interview with the *Daily Herald*, Mr. Lloyd George proposes that the question of unemployment should be treated as a national emergency and that the whole resources of the State should be mobilised to deal with the problem, the same as in war-time.

Prime Minister Opens Conference.

LATER.

Mr. Ramsay MacDonald, Prime Minister, presiding at the Guildhall Conference, which was attended by a number of members of the Cabinet and various Local Authorities, summoned by the Prime Minister to discuss means for alleviating unemployment, said that the Local Authorities must "conspire together" to expedite schemes and renew efforts at national development. "We are not so efficient as we might be. I want to enlist the active and vigorous social minds of representative men and women like you with us to put our energies in a common pool, and extract therefrom schemes not only for the benefit of the unemployed but also to be added as a capital asset to the country's efficiency."

SECRETARY FOR DOMINIONS.

MR. THOMAS ASSUMES NEW POST.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16.

The Rt. Hon. Mr. J. H. Thomas to-day assumed his new position in the Ministry as Secretary of State for the Dominions.

The office became necessary when the Premier recently decided to separate the offices of the Dominions and the Colonies in view of the approach of the Imperial Conference and the nature of its business. Formerly there were two Under Secretaries of State for the Dominions and the Colonies, but they had one head in common.

OBITUARY.

EARL OF SEFTON.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 16.

The death is announced of the Earl of Sefton, the well-known sporting Peer, whose large estates at Liverpool included the Grand National Race Course.

In his younger days, the Earl did much big game hunting in Africa. He was Master of the Horse in 1908-7 under the Liberal Government, having charge of all matters relating to the King's stables, but he resigned owing to disagreement with the Government's policy.

BOMBAY CROWD CHARGED BY POLICE.

[THROUGH REUTER'S AGENCY.]

BOMBAY, June 16.

On a rumour that a picket had been assaulted, a large and excited crowd, mostly Parsees, gathered in front of Messrs. Whiteaway, Laidlaw & Company's shop, one of the largest European department stores here, and booted and jeered the police.

The police eventually charged and slightly injured 10 of the demonstrators.

A second batch of pickets has been arrested, all concerned being sentenced to four months' rigorous imprisonment.

Bombs Thrown at Dacca.

Dacca, June 16.

Two bombs exploded in different parts of the city to-day whilst a Mohammedan stabbed a Hindu by whom he had been assaulted. The streets are deserted, and no shops are open. Hindus are leaving the city.

THE FIRST TEST.

BRADMAN SCORES FIRST CENTURY OF THE TEST SERIES.

ENGLAND'S BAD LUCK: LARWOOD INDISPOSED.

[THROUGH REUTER'S AGENCY.]

NOTTINGHAM, June 17.

Soon after Hobbs was stumped by Oldfield off Grimmett, Sutcliffe, who was hit on the hands by Wall several times on Friday, was forced to retire through being hit again by the same bowler. He had compiled 53 runs when the Surrey "crack" was out, but the very fact that their partnership was broken after the hundred had been hoisted seemed to spell bad luck for the Yorkshireman, who had only brought his total to 58 when the accident happened. Walter Hammond, the dashing batsman from Gloucester, again disappointed his supporters by repeating his first innings mistake, that is, getting his legs in front of a straight one from Grimmett. He only scored four runs. When Woolley came in, he played the first few shots very well and looked like doing big things when Wall got one past his defence after he had scored only five runs.

Then followed a merry fourth wicket partnership in which Chapman and Hendren figured. Realising that the game now was to get the runs, and get them quickly, these two batsmen settled down to bright cricket, hitting crisply at almost everything that was sent down, and in 40 minutes had actually put on 64 runs. Then Hendren, who had up till now played good and bright cricket, put up one from Wall and was well-taken by Richardson. He was at the wicket for two hours during which time he sent the ball to the boundary on eight occasions. It was during the innings that "Pat" together with "John Berry" reached their thousand runs for the season.

The Beginning of the End.

After Hendren was out, Tate joined Chapman, and with these two hefty hitters together, things promised to be even brighter. The fact that the English captain bats left hand seemed to worry the Australians, as they had to be constantly changing over. Runs came freely now, but like all good things, the partnership was brought to an end when Chapman tried to send one of Wall's deliveries to the end of nowhere, missed it, and was bowled! Then a rot followed, for the English tail refused to wag and the side was dismissed for 308 runs, leaving Australia 439 runs to get in the fourth innings for a win. Only once in the history of representative cricket is it recorded that a side had passed the 400 mark in the fourth innings. It happened when England scored 411 when set to get 605 at Adelaide during the 1924-5 tour.

Faced with this big task, the Australians did not seem to be in the least perturbed, but instead went about their business with the grim determination to prevent a defeat at all costs. However, not many minutes after "Bill" Woodfull and W. H. Ponsford had opened their innings, the former nibbled at one of Larwood's expresses and was well taken at slips by the English captain—the second time in the match that the English captain caught the Australian leader in the slips.

Bradman—the Run-Getter.

Don Bradman came in to fill the vacancy and almost immediately settled down to play pretty, though somewhat restrained, cricket. However, he and Ponsford put a stop to the rot, and they batted well together until Ponsford was bowled by Tate when he wanted but one run for his 40.

A terrible blow to England was that Larwood could not take further active part in the game, being confined to bed with gastritis.

The weather was dull and sultry, and Larwood's absence from the field will be felt all the more as the wicket is most suitable to fast bowling.

When Ponsford returned to the pavilion, Alan Kippax, the top-scorer for the tourists in their first innings, came out to fill the vacancy, and he was given a great ovation.

Bradman is now well set, and having strongly reached his 50 after 100 minutes. He seemed, however, to be tied up by Hammond, who is bowling for the first time during the match.

Playing carefully, Bradman and Kippax gradually made the score go up until the latter was caught by Hammond off Robins for 23 runs. McCabe joined "Don" and at the luncheon interval, Bradman was 88 not out, while the New South Wales "mystery bowler" still had his stumps intact with 32 to his credit.

After lunch Bradman continued to bat in great style, and on reaching his century—the first of the 1930 Tests—was accorded a great ovation.

McCabe also played very well and was unfortunate in missing his half-century by only a single.

Victor Richardson was next in, and his score is at present 7 not out. "Mr. Extras" helped with 14 runs to bring the total to 267 for 5 wickets, and the scores were:—

England, 1st Innings: 270. Australia, 1st Innings: 144.

England, 2nd Innings: 302.

J. B. Hobbs, st. Oldfield, b. Grimmett	74
H. W. Sutcliffe, retired hurt	58
W. E. Hammond, l.b.w., b. Grimmett	4
F. E. Woolley, b. Wall	5
E. Hendren, c. Richardson, b. Wall	72
A. P. F. Chapman, b. Wall	29
M. W. Tate, c. Kippax, b. Grimmett	24
B. W. V. Robins, b. McCabe	4
H. Larwood, b. Grimmett	7
R. Tyldesley, b. Grimmett	5
G. Duckworth, not out	14
Extras	8

Total.....302

Bowling Analysis.

	O.	M.	R.	W.
T. Wall	28	4	67	3
A. Fairfax	15	4	68	0
C. V. Grimmett	30	4	84	5
P. M. Hornibrook	11	4	25	0
S. McCabe	14	3	42	1

Australia, 2nd Innings.

W. M. Woodfull, c. Chapman, b. Larwood	4
W. H. Ponsford, b. Tate	30
D. G. Bradman, b. Robins	121
A. F. Kippax, c. Hammond, b. Robins	23
S. McCabe, c. sub, b. Tate	49
V. Y. Richardson, not out	7
Extras	14

Total (for 5 wickets).....267

Match Described by Telephone to Sydney.

[BRITISH WIRELESS SERVICE.]

On Saturday evening, after the close of play in the Test Match at Nottingham, Mr. Felham Warner, the famous England and Middlesex cricketer, gave a description of the game by wireless telephone to Sydney.

His account was broadcast throughout Australia. To commemorate this inauguration it has been proposed to erect a tablet in the room from which Mr. Warner spoke.

Sports News

OPEN GOLF CHAMPIONSHIP.

QUALIFYING ROUND SCORES.

[THROUGH REUTER'S AGENCY.]

HOYLAK, June 10.

Americans were prominent in the first qualifying round of the Open Golf Championship, for which there is a record entry of 298.

The competitors are divided between the Hoylake and Wallasey courses.

W. Twine, of Bromley, heads the list with a score of 65 on the Wallasey course, but Diegel and Compston each went round the more difficult Hoylake course in 70.

They were both better performances than Twine's. Diegel and Compston equalling the record for the course.

Diegel played brilliantly and went out in 37, coming home in 33. Compston went out in 33 and came back in the same number of strokes, a feature of his play being his enormous driving.

The leaders in the qualifying rounds are given below:—

HOYLAK.

Diegel	70
Compston	70
H. Cotton (Perryville)	73
J. J. Taylor	73
Bobby Jones	73
D. Scully (Fort William)	73
Jolly	74
M. McCulloch (Troon)	74
H. Rishwo (Sheringham)	74
E. Whitcombe	74

WALLASEY.

Twine	65
J. Bradbeer (Porter's Park)	70
Mark Seymour (St. Leonard's)	71
G. Von Elm	71
W. Davies (Wallasey)	71
Tolley	72

Other scores were:—Moe and Horton Smith 75, MacDonald Smith 77, and Duncan 74.

Notable scratchings were: Sarazen, Harrison Johnston, Voight, Aubrey Boomer and Mark Seymour, who withdrew owing to the death of his father.

COURSE DESCRIBED.

"HOME OF OUT OF BOUNDS."

[UNITED PRESS.]

Competitors in the British Open Golf Championship will be walking on historic golf ground or digging up sacred turf when play starts over the course of the Royal Liverpool Golf Club at Hoylake. Bobby Jones played here for the United States against Great Britain in the first matches between the two nations in 1921, a year before the Walker Cup was instituted. The first Amateur championship was played at Hoylake in 1835. The first English championship was added to the list of firsts in 1925. One of the great men of golf, Jack Morris, lived and died at Hoylake, where he became professional when the Club was founded in 1869. Morris, called the father of professional golf, was the first Scotsman to become a golf professional in England, served at Hoylake for "sixty years, and was made an honorary member of the club when he retired.

The Hoylake course lives up to the traditions which have arisen from it. Although there have been some changes in recent years, the conditions of play are as exacting as they were in the old days, "before the new ball ruined the game." The player, who can not keep on the straight and narrow path will have less than the usual chance of recovery because Hoylake is known in England as the "home of out of bounds." There are a sufficient number of long holes to tax the skill of even the hardest hitters. The short holes are tricky and well guarded. Approach shots must be played exactly right to keep near a par figure. And just to make things harder, the velocity of the wind at Hoylake is said to be on a par with that of Amarillo.

There are "Cops" on duty all over the place, "Cop" in this instance meaning a wall of turf. They start their work at the first hole, for the entire fairway is enclosed by cops and a pleasant place called "The Field," on the right, is out of bounds. Two very straight

DAVIS CUP TENNIS.

ITALY ELIMINATES AUSTRALIA.

[THROUGH REUTER'S AGENCY.]

MILAN, June 16.

Italy eliminated Australia from the Davis Cup competition by three matches to two.

KENT BOWLER'S FINE FEAT.

HUNDRED WICKETS FOR FREEMAN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16.

In the cricket match between Kent and Derbyshire completed at Tonbridge to-day, a notable feature was the fine bowling performance of Freeman, the Kent trundler, who took eight of the Derbyshire wickets for 70 runs, bringing his total up to a hundred wickets this season. Freeman is the first bowler to accomplish the feat this year.

Kent won by nine wickets. Derbyshire batted first for 144 runs when Freeman showed his prowess with the ball, sending eight batsmen back for nearly half the total. Kent replied with 171, Ames playing a fine innings for 83 not out. Derbyshire lost all their wickets in the second innings for only 90 runs, Freeman taking 5 for 40 and Hardinge 4 for 29. Kent made 64 runs at the expense of the wicket.

shots will reach the green, if the wind is willing. The second or Road hole is a two shotter with the green lying close to the main road. The third or Long hole usually takes two good hits and a pitch, with plenty of out of bounds on the left.

The fourth hole, the Cop, has the green guarded by a nasty cross bunker. Overshooting the green means disaster. The fifth, Telegraph, is a good two shotter. The sixth, appropriately called Briars, may be halved in four or nine. The seventh green is considered one of the most unique in golf. It is triangular, with a shallow furrow on the right and out of bounds on the left. Rushes border the apron. Daring must be well combined with accuracy to reach the green. The safer way is to run up and put for a three. The eighth is a respectable five with a plateau green. The ninth, Punchbowl, needs a drive and a good iron to reach the green.

The Tenth Hole.

The tenth, Dee, is a dog-legged hole in the midst of the sand hills. The player goes into the Alps at the eleventh, a one shot hole where strong sea breezes are likely to make trouble. The shore of the Irish Sea is on the left of the green. The twelfth, Hillre, has an undulating green protected by numerous bunkers. The short thirteenth, called Rushes, is protected by an array of crabs resembling no man's land. The fourteenth, Field, requires three good shots to reach a well-guarded green. The fifteenth, Lake, is more often a five than a four, depending on the strength of the wind.

The sixteenth, Dun, is another trial for the long hitter, and there is plenty of chance to get into "The Field" and out of bounds. Much depends on the second shot at the seventeenth, Royal, where an extremely narrow green is flanked by bunkers on the left and a public highway on the right. The eighteenth, Stand, is more difficult than it might appear, for the second shot must be long and straight, especially against the wind and there is a terrible cross bunker right across the green.

The standard scratch score at Hoylake is 73. There is no official par, but it is estimated at 73. The length of the holes and par follow:

Hole	Yards	Par
1	415	4
2	269	3
3	480	5
4	158	3
5	418	4
6	383	4
7	200	3
8	482	5
9	393	4
10	410	4
11	183	3
12	401	4
13	160	3
14	511	5
15	443	5
16	532	5
17	394	4
18	408	4
Total	6,750	73

Lawn Bowls.

COMMENT ON LAST SATURDAY'S GAMES.

A PROPHECY FOLLOWS THE DEFEAT OF CIVIL SERVICE SENIOR TEAM.

[BY "BACK WOOD."]

The defeat of the Civil Service senior lawn bowls team on Saturday caused much disappointment among their supporters, while rival teams freely discussed it and uttered many prophecies. One of these was that Civil Service were going to lose many more matches, and would not be permitted to take even second place at the end of the season. In my last notes, I hinted about the possibility of Kowloon C.C. tripping the Valley team after five others had failed to do so, and they did it again on an away ground when their hosts least expected it.

On the Kowloon side, Fraser has led his rink very successfully except for the match against the Kowloon Dock. It was fortunate that this time he was drawn to meet Brown, for it is here, apart from Grimmett's rink, that Civil Service depend much on their success. Fraser's rink made no mistake when they started to take the first three heads to count seven shots, and they later took two fives and an equal number of threes to win by 16 shots, which was also the winning margin for the visitors. Brown's best efforts only gave him a four, three and some twos. Grimmett had a good grip on Lammert's team and won by 15 shots, his scores including a quartette of fours and a five. Silkstone's rink beat Gregory's by 15 shots to make up Lammert's loss. Gregory's total of 14 shots was made up of three singles, a couple of twos, a three, and four in the last head.

Craigengower travelled to Taikoo and gained the points after a very close game. At tea-time the visitors were eight shots up, and it was then anybody's game. Ferguson's rink had a lead of 14-3 after ten heads, when Omar, who had to be content with singles, took five at one stroke. After that the visiting rink had more of the game with a couple of twos and a valuable three, which reduced the deficit to only three shots. Wotherspoon struck a good patch when he increased his lead of four shots to 20-7 by taking five heads in succession. Bass then took a single and a three, while the home rink finished with a three to win by 12 shots, or 15 up for the visitors on the two rinks.

As I anticipated, Bradbury had to do without his number three, Runjahn, but Collins proved himself a good substitute. Neves, who had to roll the jack 15 times, early found a weak point in the home armour and gave them short heads, following them up with some well placed woods. Sousa occasionally sent down some short ones, but at the same time they were taking up menacing positions, as the Taikoo men found out in their efforts to get in. Wallace, the home skip, appeared to be completely off his form. He marked time for nine heads with a single he gained at the start, while Bradbury had carried his score to 17, the 5th and 6th heads giving him six and five shots, respectively. After 17 heads, Wallace was 20 shots down, when Laing assisted in getting three woods to count. Bradbury's last wood, however, succeeded in a wick-off to draw on the jack. This was the turning point of the game for the visitors, and they went on to take a two. Taikoo broke the monotony of singles by scoring three, and in the last head they had to make four to tie or five to win. The only hope was to trail the jack about a foot, but Wallace failed to do so. It was by no means an easy task, as it needed a curve round with a narrow wood. However, the home rink counted two woods to lose by 17 shots and the match by two.

The Police suffered their sixth successive defeat, and their fall at home to Kowloon Dock by 22 shots was the worst one since they started the season. Two of the visiting rinks, particularly were prominent in establishing such a heavy margin. Post and Cullen had an even game up to a certain stage, the scores being level on two occasions, and the Police skip having a lead of four shots after a dozen heads.

Cullen then took five heads in succession with two threes, a four, six and two, and again the last three heads to win by 17 shots. Lapsley won by seven shots against Hargrave, a quartette of threes providing a slight advantage to the visitors. Gray's rink beat West's by 20 shots. Except for a three in each of two heads, West had to be satisfied with singles now and then, while Gray had nine threes and a four among his major scores.

Taikoo seconds won easily was the telephone message sent home after their match at Craigengower. The "easy" victory amounted to 40 shots and it was Taikoo's first success of the season. The visitors played havoc on two of the rinks where many changes had taken place. Walmesley scored a large number of twos, a couple of threes and a four, crowning the lot with a six in the last head to win by 25 shots. The opposing rink, led by Y. Abbas, scored only seven shots, and they were all singles. Stewart, though he had a lead of six shots at one time, won by only two shots, as Cavanagh's team improved latterly to the extent of creeping up to one shot when the last head was played. Duncan took the first seven heads to count 16 shots, one of the heads fetching five. Reed's rink then had a portion of the game with a trio of threes, Duncan's rink winning by 14 shots.

Kowloon Bowling Green gained their sixth win when they received Club de Recreo. The visitors, who had some of their regular players out of the team, were beaten by 38 shots. Davidson won by 25 shots, his scores including a five, four, two threes and seven twos. Phillips and Basto appeared to be carrying on evenly until the home rink went ahead with a couple of threes and a two. A quartette for the home rink followed, and they won by ten shots. Drake led 13-2 after seven heads, but Oozio's rink gathered a five towards the end and lost by only one shot.

Civil Service also maintained their run of successes when they visited Kowloon C.C. The Valley juniors are on the same footing as the Bowling Green and together they have put the competitors well behind. Kowloon lost by 16 shots, all the rinks having a slight drop. Jack and Haynes were 17 all after 19 heads, when the visiting rink got a couple of twos to win by that margin. Hollands was leading 16-0, including a five, after six heads. Blackburn also gathered five and a number of twos helped in reducing the loss to six shots. Labrum took the first six heads from Archibald, the home rink having eight shots up to that stage. Archibald got a shot ahead by scoring a three, five and one. The scores then became level, and the visitors broke away to lead 21-12 at the end of the 19th head. Labrum took the last two heads to reduce the difference to six shots.

The Electricians lost at home to the Yachtsmen by 11 shots. Hatch's rink started off to gather four shots in the first three heads. Macfarlane retaliated with a six and soon after a four. The home rink were able to get a trio of threes and a four to still lose by three shots. At one time Chapman had a lead of 12 shots on Muskett. The latter, however, scored four on two occasions as also a couple of twos to lose by only five shots. Paul and Shields had a close tussle between them. In the last head the Commodore added a couple to a lead of one shot he had until that time.

The following rinks, indicated by the names of the skips, are those in this week's honours list:—

DIVISION 1.

	Up.
W. Wotherspoon (T.R.C.)	62
R. F. Luz (Recreio)	60
B. W. Bradbury (C.C.C.)	56
A. W. Grimmett (C.S.C.C.)	51
J. Fraser (K.C.C.)	32
R. Lapsley (K.D.R.C.)	29
R. Bass (C.C.C.)	15
B. Wallace (T.R.C.)	15

	Up.
A. W. E. Davidson (K.B.G.C.)	59
A. Chapman (B.H.K.)	51
G. E. Roylance (K.B.G.C.)	60
W. E. Hollands (O.S.C.C.)	45
D. C. Walmesley (T.R.C.)	30
A. H. Basto (Recreio)	19
F. Haynes (C.S.C.C.)	14
* Unbeaten.	

MOTIONS BEFORE THE COUNCIL.

VARIOUS ITEMS TO BE CONSIDERED.

In addition to those items published elsewhere in this issue, the following is also on the agenda of the Legislative Council meeting to be held to-morrow afternoon:—

MOTIONS.

The Colonial Secretary to move—That the reports of the Finance Committee (Nos. 2, 3, 4, 5 and 6), dated February 13, March 13, April 10, May 13 and 22, 1930, respectively, be adopted.

The Colonial Secretary to move—That with reference to the Colonial Secretary's motion of May 2, 1929, this Council approves the expenditure during 1929 of a further sum of \$41,153.32 on the Aberdeen water scheme, this sum to be charged as an advance from the surplus balances of the funds of the Colony pending the raising of a further loan.

The Colonial Secretary to move—That with reference to the Colonial Secretary's motion passed on September 23, 1929, this Council approves the expenditure of a further sum of \$613,922.73 from loan funds on the Shing Mun Valley scheme during the year 1930.

The Colonial Secretary to move—That reference to the Colonial Secretary's motion passed on September 23, 1929, this Council authorizes the further sum of 3,041.58 to be charged to the Public Works (1927) Loan for the construction of the Kai Tak Aerodrome and further approves the expenditure of this sum during the year 1929.

The Colonial Secretary to move the following resolution:—

Resolved that the duties on tobacco set forth in section 8 of the Tobacco Ordinance, 1918, Ordinance No. 10 of 1916, be altered and that, subject to the provisions of subsection (3) of the said section, the duty payable (1.) upon all tobacco imported into the Colony after the coming into operation of this resolution, and (2.) upon all dutiable tobacco already in the Colony at the coming into operation of this resolution, shall be as follows:—per pound weight.

A.—On unmanufactured tobacco:—

- (1) If unstripped:
 - (a) containing 10 pounds or more of moisture per 100 pounds weight thereof, 75 cents.
 - (b) containing less than 10 pounds of moisture per 100 pounds weight thereof, 84 cents.
- (2) If stripped:
 - (a) containing 10 pounds or more of moisture per 100 pounds weight thereof, 90 cents.
 - (b) containing less than 10 pounds of moisture per 100 pounds weight thereof, \$1.

B.—On manufactured tobacco:—

- (1) Cigars, \$2.
- (2) Cigarettes, \$1.
- (3) Other manufactured tobacco, including snuff and cigar cuttings, \$1.



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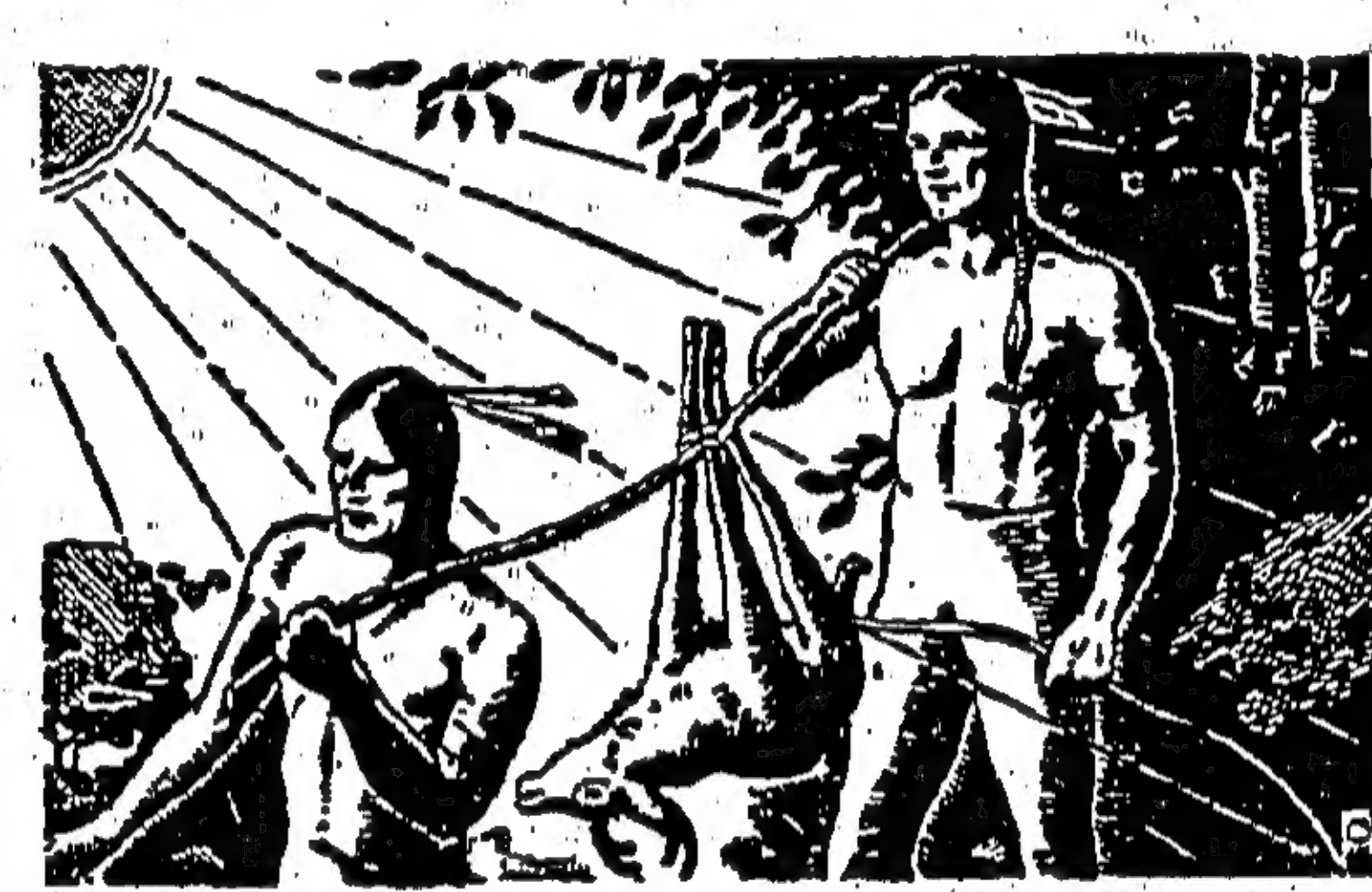
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SCHMELING'S WIN.

DISAPPOINTING END TO
TITLE BOUT.

REFEREE IN IGNORANCE: A
JUDGE'S DECISION.

[UNITED PRESS.]

New York, June 12.—After considering four nominees for the position of referee in the championship fight to-night, the Boxing Commission today chose Jimmy Crowley.

A symposium of opinion of leading sports writers just before the battle showed that three-fifths of all the writers predicted Jack Sharkey to be the world champion. Sharkey was the selection of Frank Getty, the United Press sports editor, whose description of the contest follows:—

A most disappointing finish was tagged to what had promised to be a spectacular contest to-night, when the scheduled 15-round world championship battle between Jack Sharkey and Max Schmeling ended in a foul, with the German lying helpless on the ring floor after 2 min. 54 sec. of fighting in the fourth round. Seventy-five thousand spectators, their excitement raised to a high pitch by the increasing speed of the battle, clamoured in disappointment when the referee awarded the decision which made Schmeling the holder of the Tunney-Muldoon trophy, which is henceforth to be emblematic of heavyweight supremacy.

Sharkey Loses His Head.

Sharkey had been winning virtually all the way and, at the moment the low blow was struck, Schmeling seemed ripe for a knock-out. It was the old story of the excitable Boston sailor losing his head and whaling away without sufficient care as to where he hit. This time it cost him his greatest prize. A terrific left-hook to Schmeling's body, with only six seconds of the fourth round remaining, finished the fight. Schmeling, whose gameness could not be questioned and who had absorbed a terrific amount of punishment without a let-up, went down clutching at his groin.

When Schmeling hit the canvas, Sharkey drew away and a count started. It proceeded as far as six when the bell ended the round. Joe Jacobs, Schmeling's manager, leaped into the ring and carried his man to his corner. All the Schmeling seconds clustered around. The referee, who was subsequently found to have been in a position where he could not see where Sharkey's swishing left-hook had landed, took no action at this stage.

The bell sounded for the fifth round and Sharkey sprinted across the ring to finish his man. Schmeling's seconds formed a cordon around their man and refused to leave the ring. Jim Buckley, the chief second for Sharkey, climbed into the ring and demanded that the referee should count Schmeling out for his failure to come up to fight.

A Judge's Verdict.

The knock-down time-keeper began the second-by-second beat with his wooden hammer, but at this instant the referee, who had been in consultation with the judges, stepped out with one hand up and announced his decision:—

"Schmeling wins on a foul."

A furious clamour at once burst forth, with voices apparently evenly divided, between protest and approval. Tears streamed down Sharkey's face, but he accepted the verdict with unusually good grace, wiping away the tears and nodding his acceptance of what he evidently considered the inevitable. Sharkey is extremely nervous and excitable and his "crying act" is an old story, but in this instance he did not voice protest. It was learned that only one of the two judges saw the low blow. The referee and the other judge suspected that the hook landed low, however, and they accepted the verdict of their colleague.

"Clearly the Master."

Sharkey had won virtually all the way and had hurt his opponent badly in the third, driving him against the ropes repeatedly. Only in the second round had Schmeling taken any lead at all and Sharkey was clearly the master. Press correspondents at first "flashed" a fifth-round win, but officials decided that the battle had ended in the fourth round when the fifth round never actually began, in spite of the actions of the timekeepers.

The weather was hot and clear. Sharkey had weighed in at 197 lb., with a blood pressure of 138. Schmeling weighed in at 188 lb., with a blood pressure of 152. This was heavier for Sharkey and lighter for Schmeling than had been anticipated.

The crowd arrived early, with coats off and shirt-sleeves in evidence. Later on, the notables began to fill the more expensive seats. Among the absentees was the famous veteran, Jake Kilrain, whose battle with John L. Sullivan lives in ring history. He remained at his home in Quincy, Massachusetts, and told newspaper reporters that he had slight interest in "the modern short bouts."

"Return Bout" Desired.

Indications point to immediate strenuous efforts on the part of Sharkey for a return bout. It seems possible that, whatever the view of the New York Boxing Commission, Schmeling's right to claim a world title may be questioned abroad, especially in England, where supporters of Phil Scott have consistently insisted that Scott should have been awarded a decision by the referee, Lou Mag-nolia, on a foul in the recent Scott-Sharkey fight at Miami Beach, Florida.

Round by Round.

A round-by-round account of to-night's battle follows:—

Round 1.—After the customary touching of gloves, the two men sparred. Schmeling stepped into a clinch and left jabs were exchanged, after which they clinched again and were parted by the referee.

Sharkey scored twice to the face just before the bell changed. It was not an exciting round, but Sharkey had a slight edge.

Round 2.—Action began in this round as Schmeling tore out and scored to Sharkey's jaw. They clinched again and Sharkey hooked a savage left to the body. Schmeling missed and Sharkey countered, spinning him around. Recovering balance, Schmeling rushed in and Sharkey uppercut him savagely with a right to the heart.

Schmeling countered to the stomach and head, and Sharkey pounded away at the German's head. Schmeling's round.

Round 3.—Sharkey hooked a left to the face, but Sharkey tied him up in a clinch. With three hard rights to the head, Sharkey staggered the German and drove him to the ropes. Sharkey whipped a right and left to the face, then uppercut a right to the face. Extricating himself from his position against the ropes, Schmeling hung on, but Sharkey drove a right to his face to look beaten. Sharkey crossed a terrific right to the head, then whipped a left to the body. Sharkey's round.

Round 4.—Coming out with a rush, Sharkey whipped three lefts to Schmeling's face. Schmeling missed. Sharkey landed a hard right to the head, and the German clinched. Both men missed at their next exchange.

Schmeling was obviously in distress and Sharkey appeared to be attempting a knock-out. At a moment, then Sharkey dropped Schmeling with a left to the body. Apparently at the same instant the bell rang. Schmeling was carried to his corner, crying "Foul!"

EASTERN NEWS IN BRIEF.

PARS FROM EVERYWHERE.

Information has been received by the National Anti-Opium Association to the effect that a Chinese gunboat is patrolling the Fukien coast to prevent a mysterious foreign ship said to carry millions of dollars worth of opium from entering Amoy.

While native merchants engaged in foreign trade are suffering heavy financial losses as a result of the unfavourable exchange rates, Chinese tea merchants have reaped handsome profits through the export of tea to Russia recently, says the *Singaporean*.

The Cuban, Norwegian, Finnish, Turkish, Polish and Czechoslovak Legations have been removed from Peking to Shanghai, while the British, German, Belgian and Japanese Ministers have appointed their respective personal representatives to function in the south.

Oil tank at Lokowchen near Tsinan caught fire as the result of the Shantung bombardment of Tsinan across the Huangho (Yellow River) last week. At one time, shells fell as near the city as 1,000 metres. The sound of explosions was audible in the city, resembling far-away thunder, and the people were in the grip of profound fear.

According to a cablegram to the Ministry of Foreign Affairs, Nanking, a new Sino-Egyptian Agreement in regard to the tobacco trade has been signed between Minister Alfred Sde and the Egyptian Minister in London. The Agreement, together with the notes exchanged, is being dispatched by mail to the Foreign Ministry.

Another Peking Chinese newspaper, the *Nan Yang See Pao*, has been suspended from publication by the order of the Government. The period of suspension and the cause are unknown. Until recently Peking had three Chinese newspapers, and now only the *Sin Pao* remains, the *Kwang Wah Pao* having been suspended recently.

A motor-cycle driven by two Japanese marines in Hankow knocked down and killed a Chinese soldier, and a Chinese worker was drowned there on the same day as a result of a collision between a junk and a French man-of-war, last week. The Chinese authorities of Hankow have lodged strong protests with the Japanese and French Consuls.

Last week a lorry belonging to the Japanese Navy, while making its way through the French Concession, Hankow, struck down and fatally injured a Chinese soldier, who was riding a bicycle. The Chinese authorities requested the French authorities to hand over the driver of the lorry, a Japanese, but he was turned over to the Japanese authorities.

The Chinese Press estimates the foreign population of Shanghai as follows:—British: 897 hongs and 6,903 individuals; Japanese: 897 hongs and 17,721 individuals; French: 123 hongs and 1,163 individuals; German: 25 hongs and 1,100 individuals; Italian: 30 hongs and 230 individuals; Americans: 241 hongs and 3,322 individuals. The number of Portuguese and other foreign residents is not given.

TENNIS IN ENGLAND.

IMPROVED STANDARD OF PLAY.

[FROM OUR LONDON CORRESPONDENT.]

The general opinion of the first-class men tennis players is that they are showing considerable improvement, and are gradually pulling out of the rut they had fallen into during the last few years. More concentration is being shown, and has become essential if we are ever again to compete favourably with our American and French rivals.

Our team showed splendid fighting qualities in the first tie of the Davis Cup against Germany, and this enabled us to beat Poland in the second round. One cannot but think that H. G. N. Lee was the hero of the match. He went on the court as the last player, and knew that the match depended on the result. He won his game and thus the match. In the doubles Dr. J. C. Gregory and I. Collins are a great pair, and much is expected of them this year. They understand each other perfectly, a faculty that is so essential for doubles.

To return to our singles players. Austin's shots are excellent; he is an all-round player and his defeat of Borotra on a wood court is a brilliant feat in his career. J. S. Ollif has the makings of a great player when he studies down. Among the young players, F. J. Perry has made a very great promise. Partnership for doubles are being encouraged amongst young players, so that after a couple of seasons they will thoroughly understand each other's play.

Victor Dance Records for June

Here's a batch of bright new rhythms that brings glad tidings to dance lovers everywhere. Do you like your dance music mild and mellow, fast and furious, or warm and wicked? Take your pick from this month's list—you're sure to find your favorite. And your favorite orchestra too! Do yourself this favor: come down and listen to all the new Victor Records on our Victor Radio with Electrola. You won't be sorry if you do—and you may be sorry if you don't.

It Happened in Monterey—Waltz
The Song of the Dawn—Fox Trot

GEORGE OLSEN
AND HIS MUSIC

I Like to Do Things for You—Fox Trot
Happy Feet—Fox Trot

LEO KISHMAN AND HIS ORCHESTRA

Dancing to Save Your Soul—Fox Trot
All I Want is Just One—Fox Trot

GUS ARNHEIM
AND HIS ORCHESTRA

I Still Remember—Fox Trot
I Never Dreamt (You'd Fall in Love with Me)—Fox Trot

RUDY VALLEE AND HIS CONNECTICUT YANKEES

On a Blue and Moonless Night—Fox Trot
Promises—Fox Trot

WAYNE KING AND HIS ORCHESTRA

I'm in the Market for You—Fox Trot
I Love You So Much—Fox Trot

GEORGE OLSEN
AND HIS MUSIC

The Moon is Low—Fox Trot
Montana Call—Fox Trot

GEORGE OLSEN
AND HIS MUSIC

I Don't Need Atmosphere—Fox Trot (To Fall in Love)
Home Is Heaven—Home Is Home—Fox Trot (Spiritual)

GEORGE OLSEN AND HIS MUSIC

Minnie the Mermaid—Fox Trot
You Will Come Back to Me—Fox Trot and His New Yorker Hotel Orchestra

BERNIE CUMMINS

Dancing the Devil Away—Fox Trot
I Love You So Much—Fox Trot

VICTOR ARDEN-
PHIL ORMAN AND
THEIR ORCHESTRA

You're the Sweetest Girl This Side of Heaven—Fox Trot
Like a Dream—Fox Trot

THE HIGH HATTERS

Mysterious Mose—Fox Trot
Slappin' the Bass—Fox Trot

TED WEEMS
AND HIS ORCHESTRA

Telling It to the Daisies—Fox Trot
Whippoorwill—Fox Trot

BERNIE CUMMINS AND HIS NEW YORKER HOTEL ORCHESTRA

Nat Shilkret and the Victor Orchestra
No. 22405, 10-inch

S. Moutrie & Co., Ltd.

Victor Distributors,

Chater Road.

ALL THE MUSIC YOU WANT
WHEN YOU WANT IT

on

VICTOR
RECORDS

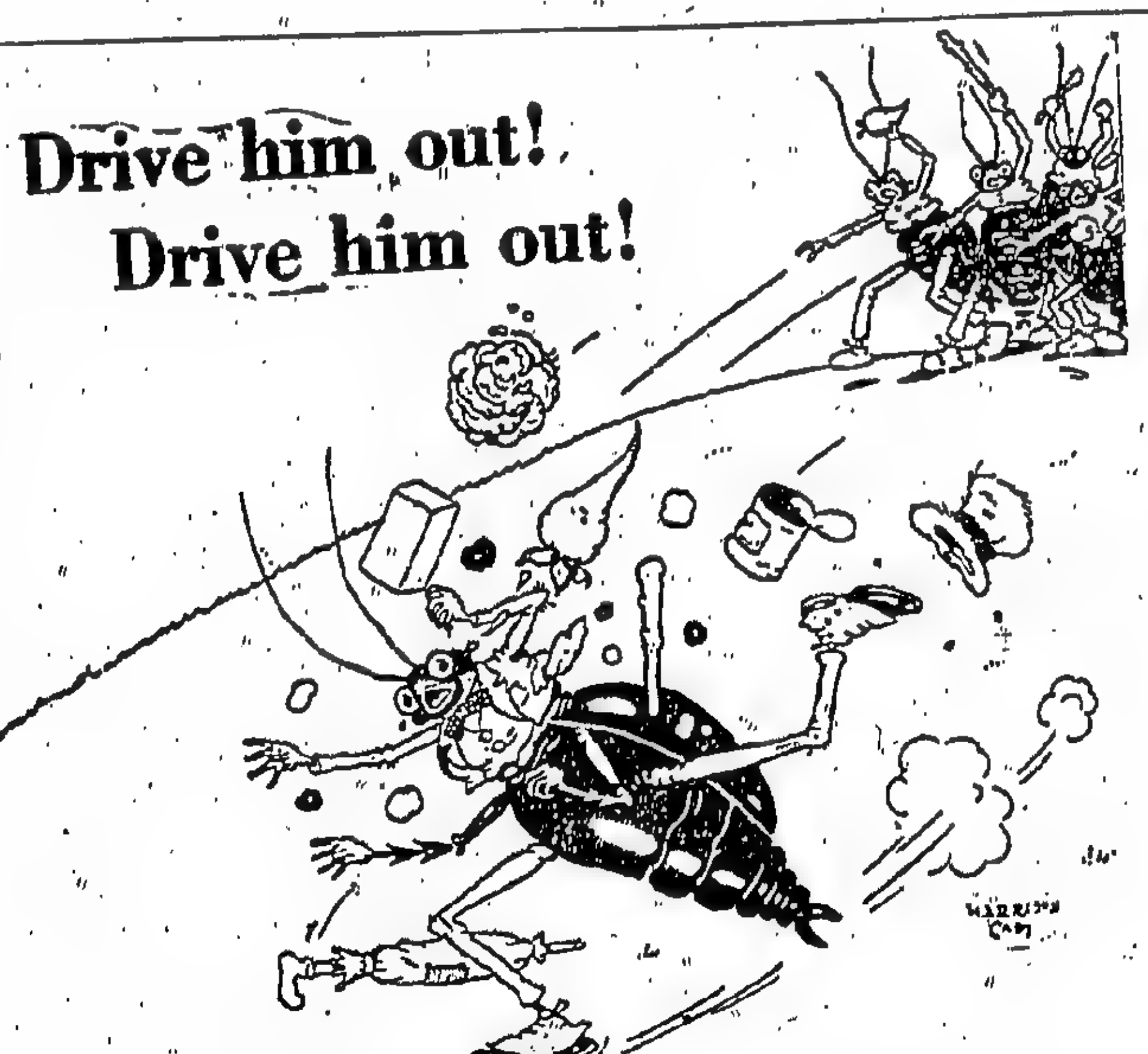


A GROWING WORLD PORT

WITH twenty-seven square miles of land-locked harbour, thirteen miles of developed waterfront and two great transcontinental railways at your service, the Port of Vancouver offers you unequalled shipping facilities. "Via Vancouver" is the shortest route through any developed seaport from the Far East to Canadian and American market centres.

This means a saving of time in transit, with consequent reduced interest and insurance charges. It means giving your consignees quicker, more efficient service. Vancouver is a growing world port which last year handled 9,559,889 tons of cargo. In some commodities tonnage has increased 100% in the past six years. The obvious reasons back of this growth are the saving in freight charges and the speedier transportation of merchandise. Ship to Canadian and American markets via the Port of Vancouver.

PORT OF
VANCOUVER
VANCOUVER HARBOUR COMMISSIONERS
Vancouver, British Columbia Canada



He'll exterminate us all! He stepped in

PETERMAN'S ROACH FOOD

FATAL TO COCKROACHES.

On Sale at All
Dispensaries & Stores.

RIGHT! He will exterminate them all!
Peterman's Roach Food exterminates every roach in your house.
It entices roaches from their hiding places. They carry it on their legs and bodies back to their nests. They wriggle over all the others there, over their young and their eggs.
Every one dies and disintegrates. No odour. Nothing is left but a little dry dust.
Don't try to fight roaches with a spray. No spray can possibly reach the roaches, the young and the eggs in the hiding places.
Only the right powder can do that. Peterman's Roach Food is the right powder.

CONSIGNEE NOTICES.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND PORTS.

THE Motor Vessel "GLENAMOEY"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns, Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 24th June, 1930, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 23rd June, 1930, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bill of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hong Kong, 17th June, 1930. [9548]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, LONDON, STRAITS AND MANILA.

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns, Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to Rent. All Claims against the Steamer must be presented to the Underwriters on or before the 4th July, 1930, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance will be effected. Bill of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents, Hong Kong, 18th June, 1930. [9536]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "FRIESLAND"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd June, 1930, will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 21st June, 1930, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 6th July, 1930, or they will not be recognized. No Insurance will be effected. Bill of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 16th June, 1930. [9550]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "BURGENLAND"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd June, 1930, will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 21st June, 1930, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 6th July, 1930, or they will not be recognized. No Insurance will be effected. General Average has been declared. General Average Bonds have to be presented on the 30th June, 1930, on the market value of the Goods on arrival has to be paid before Bills of Lading can be countersigned.

Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 16th June, 1930. [9551]

Money and Markets

NEW YORK STOCK MARKET.

MILLIONS OF SHARES DUMPED.

[REUTER'S AMERICAN SERVICE.]

New York, June 16. "Beats" played havoc with the Stock Market to-day, when prices crashed spectacularly. Shares totalling over 5,300,000 were dumped on the market. The belief that the Tariff Bill will be signed has had a bad influence. Many banking circles are pessimistic regarding its effects, but others think that the present selling factors include the declines in commodity prices and the approach of the summer season.

At least 300 new low levels were recorded to-day, the crash being the worst since last year's panic.

Reflection in London.

LONDON, June 17. It is authoritatively learnt in London that over \$300,000,000 paper value was lost by stocks in the Wall Street slump yesterday, which Reuter's correspondent at New York describes as the worst crash since last year's panic.

The Prime Minister's allusion in the course of his speech at the Guildhall, to "a certain event in New York yesterday" which is bound to have repercussions here sooner or later, has aroused great interest in political and business circles.

Rumours of financial difficulties in the City which have been current since the week-end were given additional weight to-day by the fresh decline of Stock Exchange prices. Montreals were influenced by the hectic "bear" market in New York, and Canadian stocks and local exchanges over a broad base have made many new lows for the year.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 16.	
Paris	123.815
New York	4.35 13/16
Brussels	34.23
Geneva	25.075
Amsterdam	12.021
Milan	92.76
Berlin	90.37
Stockholm	18.015
Copenhagen	18.16
Oslo	18.185
Vienna	34.425
Prague	187 1/2
Helsingfors	193
Madrid	41.575
Lisbon	108.25
Athens	375
Bucharest	518
Rio	5 17/32
Buenos Aires	41 1/2
Bombay	1 5/8 25/32
Shanghai	1 7/8 1/2
Hong Kong	1 1/3
Yokohama	2 0/13 3/32
Silver (spot)	15 11/16
Silver (forward)	15 15/16

INTERNATIONAL BANK OF SETTLEMENTS.

NATIONS INVITED TO SUBSCRIBE.

[THROUGH REUTER'S AGENCY.]

BASLE, June 16. After a meeting of the Council of the Bank of International Settlements, M. Pierre Quenay, the Director-General, issued a statement in which he emphasised the success of the issue of shares in the Bank and also of the Young Loan.

He announced that the Council had decided to invite the issuing bank of 19 other nations to take up capital in the Bank of International Settlements.

These countries are Austria, Hungary, Poland, Roumania, Greece, Czechoslovakia, Bulgaria, Finland, Danzig, Denmark, Yugoslavia and Portugal.

The two last-named will be granted shares only when their currencies are stabilised. These banks will be allowed to take up a maximum of 4,000 shares.

MR. ELMER A. SPERRY, GYRO-COMPASS INVENTOR.

[REUTER'S AMERICAN SERVICE.]

New York, June 16. The death has occurred of Mr. Elmer Ambrose Sperry, the inventor of the gyro-compass, and well-known electrical engineering expert.

He was born in Cortland, New York, in 1860, and after being a student at the State Normal and Training School he founded, in 1880, the Sperry Electric Co., of Chicago, manufacturers of arc lamps, dynamos, etc. He invented the gyro-compass.

ROYAL MAIL STEAM PACKET CO.

MR. WALTER RUNCIMAN APPOINTED DIRECTOR.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16. The Court of Directors of the Royal Mail Steam Packet Company, which recently appointed a committee of bankers to advise on matters of finance following a big reduction in working profits last year, has now appointed Mr. Walter Runciman, M.P., to be a director and deputy-chairman of the Company.

HUNGARIAN PREMIER VISITS LONDON.

GUEST OF BRITISH GOVERNMENT.

[BRITISH WIRELESS SERVICE.]

LONDON, June 16. Count Bethlen, Hungarian Premier, who, with Countess Bethlen, is visiting London as the guest of the British Government, called upon Mr. Arthur Henderson, Foreign Secretary, at the Foreign Office this morning.

A dinner in honour of Count Bethlen is being given at the Hungarian Legation this evening, Mr. Ramsay MacDonald and Mr. Henderson being among the guests.

INTERNATIONAL EXHIBITION AT LEIGE.

CHINESE PAVILION OPENED.

[THROUGH REUTER'S AGENCY.]

LEIGE, June 16. The Chinese Pavilion at the International Exhibition being held here was formally inaugurated this afternoon in the presence of the Chinese Charge d'Affaires, the Commissioner-General, Dr. Tai and M. Vandervelde, representing the Government and the Directors of the Exhibition.

Dr. Tai recalled the bonds of friendship uniting Belgium and China, while M. Vandervelde praised China's efforts in all fields in recent years and thanked China for participating in the Exhibition.

BOMBING PLANES

AMERICAN NAVY PLACES CONTRACT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, June 16. The Navy Department has contracted for the construction of 322 torpedo bombing planes at a cost of \$2,827,000.

EUROPEAN KILLED IN KUALA LUMPUR.

CHINESE CAR DRIVER ARRESTED.

The Kuala Lumpur police have arrested a Chinese motor-car driver in connection with the death of Mr. Henry Morgan, who was recently found lying dead in a road near his home at Rawang.

Mr. Morgan was extensively injured and search was made for a motor-car which may have knocked him down.

The motor-car which was found at Seremban had been recently repaired and certain stains on the windscreen are being analysed.

DEATH DEALING CARGO.

MINIATURE ARSENAL FOUND ABOARD FISHING JUNK.

A police search of a fishing junk resulted in the discovery of a quantity of arms and ammunition, as well as dynamite and detonators, cleverly hidden in a hollowed out beam in the junk which was in place and supporting to all intents and purposes, the deck of the junk.

The master was charged before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday, and pleaded guilty. He was fined \$300, or three months' hard labour, and a further fine of \$50 for possession of the dynamite.

Detective-Sergeant Kellett, who found the arms in the junk, said that the junk was carrying out information, without which the arms might never have been found, so cleverly were they hidden. The master could give no satisfactory explanation of their presence except that they had been left on board by somebody else.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.

SHAREBROKERS ASSOCIATION.

TUESDAY, JUNE 17.				TUESDAY, JUNE 17.			
Buyers	Sellers	Sales	Nominal	Buyers	Sellers	Sales	Nominal
Banks							
...	H.K. Banks	...	...	...
...	Do. (London)	...	...	...
...	Chartered Banks	...	...	...
...	Merchants Bks.	...	...	...
...	Do.	...	...	...
...	Bank of East Asia	...	...	...
Insurance							
...	Canton Insurance	...	...	...
...	Underwriters	...	...	...
...	North China	...	...	...
...	Union Insurance	...	...	...
...	Yangtze Insurance	...	...	...
...	China Fire	...	...	...
...	H.K. Fire	...	...	...
Shipping							
...	Douglases	...	...	...
...	Steamboats	...	...	...
...	Indos (pref.)	...	...	...
...	Do. (def.)	...	...	...
...	Shell Transport	...	...	...
...	Water-boats	...	...	...
Mining							
...	Benquet	...	...	...
...	Kailash	...	...	...
...	Langkats (comb.)	...	...	...
...	Do. (single)	...	...	...
...	Explorations	...	...	...
...	Shanghai Loans	...	...	...
...	Raub	...	...	...
...	Troch Mines	...	...	...
Docks, Wharves, Godowns, etc.							
...	H.K. & K. Wharves	...	...	...
...	Provident	...	...	...
...	H.K. Docks	...	...	...
...	Shanghai Docks	...	...	...
...	New Engineering	...	...	...
...	Hongkew	...	...	...
Cotton Mills							
...	Evos	...	...	...
...	Shai Cotton (old)	...	...	...
...	Do. (new)	...	...	...
...	Zong Sing	...	...	...
Lands, Hotels and Buildings							
...	H.K. & S. Hotels	...	...	...
...	H.K. Lands	...	...	...
...	Shanghai Lands	...	...	...
...	H.K. Realty	...	...	...
...	Humphreys	...	...	...
...	Chinese Estates	...	...	...
Public Utilities							
...	Tramways	...	...	...
...	Peak Trams (old)	...	...	...
...	Do. (new)	...	...	...
...	Star Ferry	...	...	...
...	C. Lights (old)	...	...	...
...	Do. (new)	...	...	...
...	H.K. Electric	...	...	...
...	Macao do	...	...	...
...	Sandakan Light	...	...	...
...	Telephones	...	...	...
...	China Buses	...	...	...
...	Tractions	...	...	...
...	Do. (pref.)	...	...	...
Miscellaneous							
...	Caldbeck (ord.)	...	...	...
...	Macgregor (pref.)	...	...	...
...	Canton Loan	...	...	...
...	Cements (comb.)	...	...	...
...	Do. (old)	...	...	...
...	Do. (new)	...	...	...
...	Ropes	...	...	...
...	China Sugars	...	...	...
...	Malayan Sugars	...	...	...
...	United Alabates	...	...	...
...	Dairy Farms	...	...	...
...	Der A. Wings	...	...	...
...	Amusements	...	...	...
...	Constructions	...	...	...
...	Lang Crawfords	...	...	...
...	Macintoshes	...	...	...
...	Nanyang Tobacco	...	...	...
...	Sinceres (old)	...	...	...
...	Do. (new)	...	...	...
...	Watsons	...	...	...
...	Wm. Powells	...	...	...
...	B. Ind. G.S. Bonds	...	...	...
...	H.K. Govt. Loan	...	...	...

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations.

Tone of Market—Weak. New York, June 16, 1930.

No. of Shares done—6,000,000.

Call Money—2 1/2 per cent.

	Last Dividend.	Later Sales.	Missing
American Smelting	7	50	
Alameda Copper	7	101	
Baltimore and Ohio	4	Missing	
Borg Warner	20c. A	26	
Continental Oil	None	7	
City Service Common	None	210	
Curtis Wright Common	None	78	
Eastman Kodak	None	48	
Electric Bond and Share	None	2	
Eric Railroad	None	37	
General Motors	None	67	
General Ry. Signal	None	Missing	
Gold Dust	None	Missing	
Goodyear Tire and Rubber	None	Missing	
Hudson Consolidated	None	Missing	
Hudson Motors	None	Missing	
International Cement	None	Missing	
International Nickel	None	Missing	
Montgomery Ward	None	Missing	
Navy Consolidated Copper	None	Missing	
Radio Corp.	None	Missing	
Sears Roebuck & Co.	None	Missing	
Simmons Co.	None	Missing	
Standard Oil Co. of New York	None	Missing	
Union Carbide and Carbon	None	Missing	
U.S. Rubber	None	Missing	
United States Steel	None	Missing	

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

FROM	PER	DUE
SHANGHAI and SWATOW	Singapore	18th June
LONDON (Parcels 5th May) and STRAITS	Pyramus	18th June
SWATOW	Greiner	18th June
U.S.A., 10-0000, JAPAN and SHANGHAI (San Francisco, 24th May)	Shingo Maru	19th June
STRAITS	Minyong	19th June
AMOI	Tukada	19th June
EUROPE via SUZ (Letters and papers, London, 5th May, and parcels, 15th May)	Mores	19 h June
JAPAN and SHANGHAI	Rampura	2th June
MANILA	Komper 5th May	22nd June
STRAITS	Hornsea Maru	22nd June
JAPAN	Tango Maru	23rd June

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Fillmore, Dollar, June 20.
Pres. Wilson, Dollar, July 13.

AMOI.

Taiyuan, B. & S., June 18.
Haiching, Douglas, June 20.
Kiangchow, B. & S., June 22.
Tijadad, J.C.J.L., June 23.
Haiching, Douglas, June 24.
Takiwa, B.I., June 25.
Tainan, B. & S., June 25.
Tijadad, J.C.J.L., June 26.
Hosang, Jardine's, June 28.
Kiangyuan, B. & S., June 28.
Tijadad, J.C.J.L., July 7.
Yuenang, Jardine's, July 7.
Tijadad, J.C.J.L., July 10.
Kumsang, Jardine's, July 18.
Tilawa, B.I., July 18.

ANTWERP.

Danmark, Manners, June 23.
Hakozaki Maru, N.Y.K., June 23.
Lahore, P. & O., June 23.
Nagara, Gilman's, June 23.
Karmala, P. & O., July 5.
Panama, Manners, July 11.
Terukuni Maru, N.Y.K., July 12.

AUSTRALIAN PORTS.

Changte, B. & S., June 20.
Tango Maru, N.Y.K., June 24.
St. Albans, E. & A., July 4.

BALIC PORTS.

Danmark, Manners, June 23.
Panama, Manners, July 11.

BALTIMORE.

Elpenor, B.F., July 2.
Oakbank Bank, July 3.
City of Bombay, Bank, July 10.

BANGKOK.

Helios, Torsen, June 22.
Kayin, B. & S., June 22.
Hirundo, Thorsen, June 23.
Kwangchow, B. & S., June 23.
Hiram, Thorsen, July 6.

BELAWAN DELI.

Cremer, J.C.J.L., June 19.
Bronxville, Thorsen, June 21.
Aller, Melchers, June 23.
Coblenz, Melchers, June 27.
Alster, Melchers, July 5.

SOMBAI.

Alipore, P. & O., June 18.
Ranpura, P. & O., June 21.
Tottori Maru, N.Y.K., June 27.
Morea, P. & O., July 19.

BOSTON.

Cingalese Prince, Furness, June 21.
Tatsuno Maru, N.Y.K., June 23.
Pres. Fillmore, Dollar, June 29.
Elpenor, B.F., July 2.
Javanese Prince, Furness, July 3.
Oakbank Bank, July 3.
City of Bombay, Bank, July 10.
Pres. Wilson, Dollar, July 13.
British Prince, Furness, July 17.

BREMEN.

Aller, Melchers, June 23.
Coblenz, Melchers, June 27.
Alster, Melchers, July 5.

BRINDISI.

Fusijama, Dodwell's, June 22.
Hilda, Dwell's, July 9.

CALCUTTA.

Takada, B.I., June 21.
Namsang, Jardine's, June 25.
Taima, B.I., June 28.
Tokushima, N.Y.K., June 29.
Shirala, B.I., July 3.
Kutsang, Jardine's, July 8.
Takiwa, B.I., July 18.
Hosang, Jardine's, July 19.

CEBU.

Nevada, S.S.S., July 5.
G'den River, S.S.S., July 7.

CHEFOO.

Ningpo, B. & S., June 20.
Huichow, B. & S., June 27.

COLOMBO.

Andre Lebon, M.M., June 17.
Alipore, P. & O., June 18.
Havelland, Jepsen, June 18.
Ranpura, P. & O., June 21.
Aller, Melchers, June 23.
Gleniffer, Jardine's, June 23.
Fusijama, Dwell's, June 24.
Coblenz, Melchers, June 27.
Tottori Maru, N.Y.K., June 27.
Hakozaki Maru, N.Y.K., June 28.
Lahore, P. & O., June 28.
Pres. Fillmore, Dollar, June 29.
Porthos, M.M., July 1.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Hilda, Dwell's, July 9.
Terukuni Maru, N.Y.K., July 12.
Pres. Wilson, Dollar, July 13.
Chenocaux, M.M., July 15.

COPENHAGEN.

Danmark, Manners, June 23.
Panama, Manners, July 11.

DALNY.

Tea, B. & S., June 23.
Aeneas, B.F., July 2.

DUTCH PORTS.

Havelland, Jepsen, June 18.
Aller, Melchers, June 23.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Danmark, Manners, June 25.
Coblenz, Melchers, June 27.
Hakozaki Maru, N.Y.K., June 28.
Lahore, P. & O., June 28.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.

LOS ANGELES.

Bokuyo Maru, N.Y.K., June 20.
Pres. Cleveland, Dollar, July 1.
Pres. Pierce, Dollar, July 15.
Burgeland, Jepsen, July 16.

FOOCHOW.

Haiching, Douglas, June 20.
Cheongshing, Jardine's, June 22.
Haiching, Douglas, June 24.
Huichow, B. & S., June 27.
Chipshing, Jardine's, July 11.

GENOA.

Havelland, Jepsen, June 18.
Teiresias, B.F., June 20.
Fusijama, Dodwell's, June 22.
Aller, Melchers, June 23.
Coblenz, Melchers, June 27.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Hilda, Dodwell's, July 9.
Pres. Wilson, Dollar, July 13.
Burgeland, Jepsen, July 16.
Durban Maru, N.Y.K., July 20.
Et. Companion, B.F., July 20.

GLASGOW.

Teiresias, B.F., June 20.
Hector, B.F., July 9.
Et. Companion, B.F., July 20.

HAIPHONG AND HOIHOW.

Chengtu, B. & S., June 28.
Ranchow, B. & S., July 10.

HAMBURG.

Havelland, Jepsen, June 18.
Aller, Melchers, June 23.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Danmark, Manners, June 25.
Coblenz, Melchers, June 27.
Lahore, P. & O., June 28.
Albion Star, Dwell's, June 29.
Nagara, Gilman's, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
City of Corinth, Bank, July 9.
Panama, Manners, July 11.
Burgeland, Jepsen, July 16.

HAYRE.

Teiresias, B.F., June 20.
Et. Companion, B.F., July 20.

HONOLULU.

Tatsuta Maru, N.Y.K., June 19.
Bokuyo Maru, N.Y.K., June 20.
Asama Maru, N.Y.K., July 3.
Carlier, Bank, July 13.

ILOILO.

Nevada, S.S.S., July 5.
G'den River, S.S.S., July 7.

JAPAN PORTS.

Glenamoy, Jardine's, June 18.
Memora, B.F., June 18.
Delagosa Maru, N.Y.K., June 19.
Franken, Melchers, June 19.
Mirzapore, P. & O., June 19.
Tathibius, B.F., June 19.
Tatsuta Maru, N.Y.K., June 19.
Mishima Maru, N.Y.K., June 20.
Morea, P. & O., June 20.
Philoctetes, B.F., June 20.
Haruna Maru, N.Y.K., June 23.
Pres. Lincoln, Dollar, June 24.
Tijkarang, J.C.J.L., June 24.
Ceylon, Gilman's, June 25.
Emp. of Canada, C.P.S., June 25.
Takiwa, B.I., June 25.
Bokuyo Maru, N.Y.K., June 29.
Ceylon, Gilman's, June 29.
Glenamoy, Jardine's, June 29.
Hosang, Jardine's, June 29.
Java, Manners, June 30.
Tamba Maru, N.Y.K., June 30.
Athos, L.I., M.M., July 1.
Col. di Lana, Dodwell's, July 1.
Pres. Cleveland, Dollar, July 1.
Asama Maru, N.Y.K., July 3.
Glenapp, Jardine's, July 4.
Kalyan, P. & O., July 4.
Siberia Maru, N.Y.K., July 5.
Vogtland, Jepsen, July 5.
Nellora, E. & A., July 8.
Pres. Madison, A.M.L., July 8.
Yuenang, Jardine's, July 8.
Dardanus, B.F., July 10.
Emp. of Canada, C.P.S., July 10.
Ixion, B. F., July 10.
Preussens, Jepsen, July 12.
D'Artagnan, M.M., July 15.
Main, Melchers, July 15.
Moncalieri, Dodwell's, July 17.
Glenagary, Jardine's, July 18.
Kumsang, Jardine's, July 18.
Rajputana, B. & S., July 18.
Tilawa, B.I., July 18.

JAVA PORTS.

Tijleboet, J.C.J.L., June 18.
Bronxville, Thorsen, June 21.
Tijkarang, J.C.J.L., June 24.
Tijadad, J.C.J.L., July 1.
Chenocaux, M.M., July 15.

LIVERPOOL.

Teiresias, B.F., June 20.
Albion Star, Dwell's, June 29.
Durban Maru, N.Y.K., July 20.
Et. Companion, B.F., July 20.

LONDON.

Ranpura, P. & O., June 21.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Danmark, Manners, June 25.
Coblenz, Melchers, June 27.
Hakozaki Maru, N.Y.K., June 28.
Lahore, P. & O., June 28.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.

MANILA.

Havelland, Jepsen, June 18.
Change, B. & S., June 20.
Bronxville, Thorsen, June 21.
Pres. Cleveland, Dollar, June 21.
Tango Maru, N.Y.K., June 24.
Coblenz, Melchers, June 27.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Pres. Madison, A.M.L., July 1.
Ermland, Jepsen, July 4.
St. Albans, E. & A., July 4.
Nevada, S.S.S., July 5.
Pres. Pierce, Dollar, July 5.
G'den River, S.S.S., July 7.
Tijadad, J.C.J.L., July 8.
Pres. Wilson, Dollar, July 13.

MARSEILLES.

Havelland, Jepsen, June 18.
Ranpura, P. & O., June 21.
Aller, Melchers, June 23.
Diomed, B.F., June 24.
Danmark, Manners, June 25.
Hakozaki Maru, N.Y.K., June 28.
Lahore, P. & O., June 28.
Albion Star, Dwell's, June 29.
Pres. Fillmore, Dollar, June 29.
Porthos, M.M., July 1.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Hector, B.F., July 9.
Terukuni Maru, N.Y.K., July 12.
Pres. Wilson, Dollar, July 13.
Chenocaux, M.M., July 15.
Morea, P. & O., July 19.
Durban Maru, N.Y.K., July 20.

NAPLES.

Hakozaki Maru, N.Y.K., June 28.
Pres. Fillmore, Dollar, June 29.
Pres. Wilson, Dollar, July 13.
New York, Boston, etc.
Tai Ping Yang, Dodwell's, June 17.
Cingalese Prince, Furness, June 21.
Tatsuno Maru, N.Y.K., June 23.
Pres. Fillmore, Dollar, June 29.
Elpenor, B.F., July 2.
Javanese Prince, Furness, July 3.
Oakbank Bank, July 3.
City of Bombay, Bank, July 10.
Pres. Wilson, Dollar, July 13.
British Prince, Furness, July 17.

NEWCHANG.

Tea, B. & S., June 23.

NORTH CHINA PORTS.

Aeneas, B.F., July 2.
Fulda, Melchers, July 2.

PAWAKA.

Tai Ping Yang, Dodwell's, June 17.
Tatsuno Maru, N.Y.K., June 23.
Bokuyo Maru, N.Y.K., June 29.

PEKING.

Alipore, P. & O., June 18.
Cremer, J.C.J.L., June 19.
Ranpura, P. & O., June 21.
Takada, B.I., June 21.
Namsang, Jardine's, June 25.
Tottori Maru, N.Y.K., June 27.
Hakozaki Maru, N.Y.K., June 28.
Lahore, P. & O., June 28.
Taima, B.I., June 28.
Albion Star, Dwell's, June 29.
Pres. Fillmore, Dollar, June 29.
Tokushima, N.Y.K., June 29.
Shirala, B.I., July 3.
Karmala, P. & O., July 5.
Kutsang, Jardine's, July 8.
Alster, Melchers, July 8.
Terukuni Maru, N.Y.K., July 12.
Pres. Wilson, Dollar, July 13.
Takiwa, B.I., July 18.
Hosang, Jardine's, July 19.

PORTLAND.

Michigan, S.S.S., July 3.
Carlier, Bank, July 13.
Corneville, Thorsen, July 14.

RAHBAUL.

Bremerhaven, Melchers, July 18.

RANGOON.

Tokushima Maru, N.Y.K., June 29.

SAIGON.

Porthos, M.M., July 1.
Chenocaux, M.M., July 15.

SANDAKAN.

Hinsang, Jardine's, June 28.
St. Albans, E. & A., July 4.
Mausang, Jardine's, July 6.

SAN FRANCISCO.

Tatsuta Maru, N.Y.K., June 18.
Pres. Cleveland, Dollar, July 1.
Asama Maru, N.Y.K., July 3.
Michigan, S.S.S., July 3.
Pres. Pierce, Dollar, July 15.

SCANDINAVIAN PORTS.

Danmark, Manners, June 25.
Nagara, Gilman's, June 29.
Panama, Manners, July 11.

SEATTLE.

Tathibius, B.F., June 19.
Mishima Maru, N.Y.K., June 20.
Pres. Lincoln, Dollar, June 24.
Tijkarang, J.C.J.L., June 24.
Tijadad, J.C.J.L., July 1.
Chenocaux, M.M., July 15.
Ixion, B. F., July 10.
Carlier, Bank, July 13.
Corneville, Thorsen, July 14.

SHANGHAI.

Glenamoy, Jardine's, June 18.
Hopsang, Jardine's, June 18.
Memora, B.F., June 18.
Pyrrhus, B.F., June 18.
Taiyuan, B. & S., June 18.
Delagosa Maru, N.Y.K., June 19.
Franken, Melchers, June 19.
Mirzapore, P. & O., June 19.
Tatsuta Maru, N.Y.K., June 19.
Mishima Maru, N.Y.K., June 20.
Morea, P. & O., June 20.
Ningpo, B. & S., June 20.
Philoctetes, B.F., June 20.
Sinkiang, B. & S., June 22.
Haruna Maru, N.Y.K., June 23.
Tea, B. & S., June 23.
Pres. Lincoln, Dollar, June 24.
Szechuen, B. & S., June 24.
Ceylon, Gilman's, June 25.
Emp. of Asia, C.P.S., June 25.
Takiwa, B.I., June 25.
Tainan, B. & S., June 25.

SHANGHAI (Continued).

Yatshing, Jardine's, June 25.
Ceylon, Gilman's, June 29.
Kanchow, B. & S., June 29.
Tijadad, J.C.J.L., June 29.
Birchbank, Bank, June 29.
Bokuyo Maru, N.Y.K., June 29.
Ceylon Maru, N.Y.K., June 29.
Glenamoy, Jardine's, June 29.
Kwongang, June 30.
Tamba Maru, N.Y.K., June 30.
Athos, L.I., M.M., July 1.
Col. di Lana, Dodwell's, July 1.
Aeneas, B.F., July 2.
Chaksang, Jardine's, July 2.
Fulda, Melchers, July 2.
Asama Maru, N.Y.K., July 3.
Glenapp, Jardine's, July 4.
Kalyan, P. & O., July 4.
Siberia Maru, N.Y.K., July 5.
Vogtland, Jepsen, July 7.
Kutsang, Jardine's, July 8.
Pres. Madison, A.M.L., July 8.
Yuenang, Jardine's, July 8.
Dardanus, B.F., July 10.
Emp. of Canada, C.P.S., July 10.
Tijadad, J.C.J.L., July 10.
Preussens, Jepsen, July 12.
Corneville, Thorsen, July 14.
D'Artagnan, M.M., July 15.
Main, Melchers, July 15.
Moncalieri, Dodwell's, July 17.
Glenagary, Jardine's, July 18.
Rajputana, P. & O., July 18.

SINGAPORE.

Alipore, P. & O., June 18.
Havelland, Jepsen, June 18.
Cremer, J.C.J.L., June 19.
Ranpura, P. & O., June 21.
Takada, B.I., June 21.
Fusijama, Dodwell's, June 22.
Kiangchow, B. & S., June 22.
Aller, Melchers, June 23.
Gleniffer, Jardine's, June 23.
Diomed, B.F., June 24.
Namsang, Jardine's, June 25.
Coblenz, Melchers, June 27.
Tottori Maru, N.Y.K., June 27.
Hakozaki Maru, N.Y.K., June 28.
Lahore, P. & O., June 28.
Taima, B.I., June 28.
Albion Star, Dwell's, June 29.
Kingyuan, B. & S., June 29.
Nagara, Gilman's, June 29.
Pres. Fillmore, Dollar, June 29.
Tokushima, N.Y.K., June 29.
Kamakura Maru, N.Y.K., July 1.
Porthos, M.M., July 1.
Shirala, B.I., July 3.
Ermland, Jepsen, July 4.
Alster, Melchers, July 5.
Karmala, P. & O., July 5.
Kutsang, Jardine's, July 8.
Hector, B.F., July 9.
Hilda, Dodwell's, July 9.
Panama, Manners, July 11.
Terukuni Maru, N.Y.K., July 12.
Pres. Wilson, Dollar, July 13.
Chenocaux, M.M., July 15.
Takiwa, B.I., July 18.
Hosang, Jardine's, July 19.

SOUTH AMERICAN PORTS.

Bokuyo Maru, N.Y.K., June 29.
Kamakura Maru, N.Y.K., July 1.

SWATOW.

Hopsang, Jardine's, June 18.
Haiching, Douglas, June 20.
Cheongshing, Jardine's, June 22.
Hongsang, Jardine's, June 22.
Helios, Thorsen, June 23.
Kayin, B. & S., June 23.
Kiangchow, B. & S., June 23.
Sinkiang, B. & S., June 23.
Tijadad, J.C.J.L., June 24.
Haiching, Douglas, June 24.
Szechuen, B. & S., June 24.
Yatshing, Jardine's, June 25.
Kanchow, B. & S., June 25.
Huichow, B. & S., June 27.
Hiran, Thorsen, June 29.
Kiangchow, B. & S., June 29.
Kwongang, Jardine's, June 29.
Chaksang, Jardine's, July 2.
Hiram, Thorsen, July 6.
Tijadad, J.C.J.L., July 7.
Chipshing, Jardine's, July 11.

TIENTSIN.

Ningpo, B. & S., June 20.
Cheongshing, Jardine's, June 22.
Huichow, B. & S., June 27.
Birchbank, Bank, June 28.
Fulda, Melchers, July 2.
Chipshing, Jardine's, July 11.

TRIESTE AND VENICE.

Fusijama, Dwell's, June 22.
Hilda, Dwell's, July 9.

TINGTAE.

Hopsang, Jardine's, June 18.
Morea, P. & O., June 20.
Hongsang, Jardine's, June 22.
Sinkiang, B. & S., June 22.
Szechuen, B. & S., June 24.
Yatshing, Jardine's, June 25.
Kwongang, Jardine's, June 29.

VANCOUVER, B.C.

Tathibius, B.F., June 19.
Emp. of Asia, C.P.S., June 25.
Emp. of Canada, S.P.S., July 10.
Ixion, B. F., July 10.
Corneville, Thorsen, July 14.

VICTORIA, B.C.

Tathibius, B.F., June 19.
Mishima Maru, N.Y.K., June 20.
Pres. Lincoln, Dollar, June 24.
Emp. of Asia, C.P.S., June 25.
Siberia Maru, N.Y.K., July 5.
Pres. Madison, A.M.L., July 8.
Ixion, B. F., July 10.
Emp. of Canada, C.P.S., July 10.

VLADIVOSTOCK.

Ceylon, Gilman's, June 29.
Glenamoy, Jardine's, July 4.
Glenapp, Jardine's, July 4.

WEIHAIWEI.

Morea, P. & O., June 20.
Huichow, B. & S., June 27.
Aeneas, B.F., July 2.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe July 1.
Aki Maru arrived from Manila June 17.
Alipore arrived from Shanghai June 17.
Aller due from Japan June 20.
Andre Lebon arrived from Shanghai June 17.
Asama Maru due from Japan June 23.
Awa Maru due from Japan July 10.
Benarty arrived from Europe June 18.
Bingo Maru due from Singapore June 18.
Bronxville due from Japan June 20.
Burgeland arrived from Manila June 17.
Carlier due from New York July 11.
Ceylon due from Europe June 25.
Chenocaux due from Japan July 15.
City of Bombay due from New York July 10.
City of Delhi due from Europe July 21.
Coblenz due from Japan June 28.
Col. di Lana due from Europe July 1.
Cromer due from Swatow June 18.
Danmark due from Japan June 28.
Dardanus due from Europe July 9.
Dolius due from Europe July 13.
Emp. of Asia due from Manila 22, 7 a.m.
Emp. of Canada due from Vancouver July 2.
Emp. of Japan due Quebec June 20.
Emp. of Russia due Vancouver June 21.
Ermland due from Japan July 3.
Franken due from Europe June 19.
Friesland arrived from Europe June 17.
Fulda due from Europe July 1.
Glenapp due from Europe July 3.
Glenagary due from Europe July 17.
Glenamoy due from Europe June 20.
Hakozaki Maru due from Japan 18.
Haruna Maru due from Straits June 29.
Havelland due from Shanghai June 18.
Hikawa Maru due from Japan July 10.
Hilda due from Japan July 18.
Ixion due from Japan July 1.
Java due from Europe June 29.
Kalyan due from Europe July 3.
Karmala due from Japan July 4.
Knight Companion due from Japan July 20.
Lahore due from Japan June 27.
Main due from Europe July 16.
Menestheus due from New York July 12.
Mirzapore due from Singapore

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI SHANGHAI, CHEFOO, TIENTSIN & ANTUNG	"TAIYUAN"	On 18th June, 5 p.m.
AMOI, SWATOW & SINGAPORE	"NINGRO"	On 20th June, Daylight
SWATOW, SHANGHAI & TIENTSIN	"KIUNGCHOW"	On 22nd June, 8 a.m.
SWATOW & HANKOW	"SHINGANG"	On 24th June, Noon
SWATOW, SHANGHAI & DALNY	"KAIKING"	On 26th June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"TEAN"	On 28th June, 5 p.m.
AMOI & SHANGHAI	"SZECHUEN"	On 30th June, Noon
HONGKONG, PAKHOI & HAIPHONG	"TSINAN"	On 2nd July, 5 p.m.
SWATOW & SHANGHAI	"CHENGTO"	On 4th July, 10 a.m.
SWATOW & SHANGHAI	"KANOHOW"	On 6th July, 11 a.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 27th June, 11 a.m.
AMOI, SWATOW & SINGAPORE	"KINGYAN"	On 29th June, 8 a.m.
SWATOW & HANKOW	"KWANGHONG"	On 31st June, 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KANOHOW"	On 10th July, 10 a.m.

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TAIPING ...	11th July	22nd July
CHANGTE ...	18th August	15th August
TAIPING ...	15th Sept.	2nd Sept.

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M.S. "Panama" ...	11th July	11th July
M.S. "Java" ...	30th June	10th Aug.
M.S. "Asia" ...	1st Aug.	10th Sept.
M.S. "Africa" ...	1st Sept.	5th Oct.
M.S. "Malaya" ...	25th Sept.	1st Nov.

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PORTHOUS ...	1st July	ATHOS II ...	1st July
CHENONCEAUX ...	15th July	D'ARTAGNAN ...	15th July
ATHOS II ...	29th July	ANGERS ...	29th July
D'ARTAGNAN ...	12th Aug.	SPINX ...	12th Aug.
ANGERS ...	26th Aug.	G. METZINGER ...	1st Sept.
SPINX ...	10th Sept.	ANDRE LEBON ...	15th Sept.
G. METZINGER ...	24th Sept.	PORTHOUS ...	29th Sept.
ANDRE LEBON ...	14th Oct.	CHENONCEAUX ...	13th Oct.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG	JUNE 16, 1930.				JUNE 17, 1930.			
		Barometer	At Sea Level	Thermometer	Humidity	Barometer	At Sea Level	Thermometer	Humidity
Wladivostok	12	30.04	763.0	70	...	30.27	763.8	81	...
Nagasaki	11	30.10	764.5	...	...	30.24	760.5	...	...
Hakodate	...	30.06	763.5	...	...	30.20	757.0	...	...
Tokyo	...	29.67	753.5	...	...	29.67	753.5	...	...
Kobe	...	29.67	753.5	...	...	29.68	758.0	...	...
Nagasaki	...	29.67	753.5	...	...	29.68	759.0	...	...
Kagoshima	...	29.65	753.0	...	...	29.82	757.5	...	...
Oshima	...	29.67	753.5	...	...	29.76	756.0	...	...
Naha	...	29.72	755.0	...	...	29.80	757.0	...	...
Ishigaki	...	29.72	755.0	...	...	29.83	757.5	...	...
Bonin Island	...	29.88	758.5	...	...	29.92	760.0	...	...
Chefoo	15	29.88	758.5	77	69	29.88	758.9	68	74
Shanghai	14	29.91	759.7	75	63	29.91	759.6	83	98
Guttsan	...	29.91	759.7	75	72	29.95	760.7	88	85
Wenchow	...	29.82	757.5	75	71	29.91	759.6	72	86
Poochow	...	29.83	757.7	75	85	29.81	757.2	72	85
Amoy	...	29.73	755.1	78	85	29.81	757.2	72	85
Swatow	...	29.65	753.0	84	76	29.74	755.4	77	98
Taihou	11	29.78	756.0	79	80	29.84	757.8	72	98
Taihu	...	29.80	756.9	79	...	29.85	758.1	72	...
Tainan	...	29.78	756.3	86	...	29.81	757.2	75	...
Koshun	...	29.74	755.4	86	...	29.80	756.9	75	...
Pescadore	...	29.75	756.0	79	...	29.81	757.2	77	...
Hong Kong	14	29.70	754.8	86	74	29.81	757.2	77	...
Gap Rock	...	29.72	754.8	84	...	29.76	755.6	83	...
Macao	...	29.69	753.9	90	72	29.76	755.9	84	...
Holow	...	29.75	755.7	84	83	29.78	756.8	80	93
Pratas Island	...	29.63	752.7	86	65	29.68	753.9	82	92
Phulien	...	29.67	753.6	90	...	29.71	754.5	78	...
Tourane	...	29.78	758.3	86	...	29.81	757.2	79	...
Cape St. James	...	29.74	755.4	86	78	29.81	757.2	77	92
Basco	14	29.74	755.4	86	78	29.81	757.2	77	91
Aparri	...	29.74	755.4	90	66	29.81	757.2	77	91
Tuguegarao	...	29.73	755.1	90	63	29.79	756.6	77	96
Vigan	...	29.72	754.8	90	60	29.82	757.5	75	92
Manila	...	29.74	755.4	93	71	29.82	757.5	77	96
Ilegaspi	...	29.76	756.0	84	81	29.82	757.5	79	90
Calbayog	...	29.76	756.0	84	81	29.81	757.2	79	89
Tacolban	...	29.74	755.4	86	71	29.80	756.9	77	96
Hollo	...	29.74	755.4	86	71	29.80	756.9	77	96
Cebu	...	29.74	755.4	86	71	29.80	756.9	77	96
Surigao	...	29.74	755.4	86	71	29.80	756.9	77	96
Sulpan	11.00	29.78	756.3	...	...	29.81	757.2	...	...
Guam	12.23	29.76	756.0	...	...	29.81	757.2	...	...
Yap	...	29.76	756.0	...	...	29.81	757.2	...	...
Pelou	...	29.81	757.2	86	72	29.82	757.4	77	94
Labuan	14	29.81	757.2	86	72	29.82	757.4	77	94

June 17d. 11A. 00m.—The northern depression is central to the N.E. of Tokio. The southern depression remains central over Tongking.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.64 inch. Total since January 1, 29.32 inches, against an average of 31.99 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JUNE 18.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamock
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

FORECAST.

Southerly or variable winds, moderate; generally overcast, occasional rain.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 17.

Barometer	Previous (On Date)	On Date
at 4 p.m.	at 10 a.m.	at 4 p.m.
29.69	29.79	29.76
28	83	81
70	81	83

Highest open-air Temperature, 18.5°
Lowest open-air Temperature, 17.7°

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

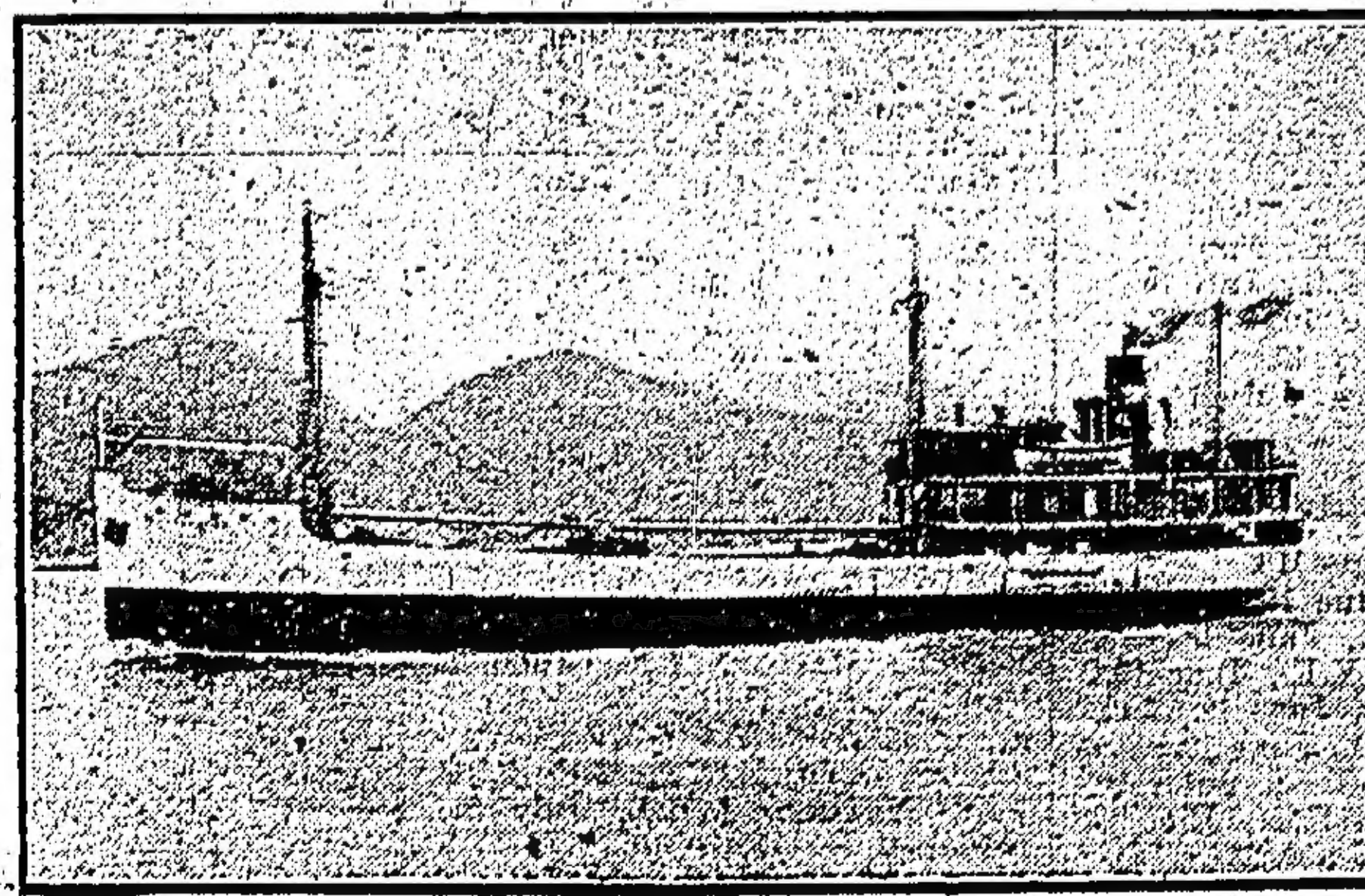
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SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sun., 22nd June, at 10 a.m.
	"YATSHING"	Wed., 25th June, at 10 a.m.
	"KWONGSANG"	Sun., 29th June, at 10 a.m.
	"CHAKSANG"	Wed., 2nd July, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wed., 25th June, at 8 p.m.
	"KUTSANG"	Tues., 8th July, at 3 p.m.
	"HOSANG"	Satur., 19th July, at 3 p.m.
OSAKA via AMOI & KOBE	"HOSANG"	Sun., 29th June, at 7 a.m.
OSAKA via AMOI, SHANGHAI & KOBE	"YUENSANG"	Wed., 9th July, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUMSANG"	Fri., 18th July, at 7 a.m.
SANDAKAN	"HINSANG"	Thurs., 25th June, at 3 p.m.
	"MAUSANG"	Sun., 6th July, at Noon
TIENTSIN via SWATOW & FOCHOW	"CHEONGSANG"	Sun., 22nd June, at 7 a.m.
	"CHIPSANG"	Fri., 11th July, at 7 a.m.

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Motor Vessel "GLENAMOI"	...	18th June
Steamship "GLENSHANE"	...	29th June
Motor Vessel "GLENAPP"	...	4th July
Motor Vessel "GLEGARRY"	...	18th July
Motor Vessel "GLENSHIEL"	...	1st Aug.

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AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Express Freight "S.S. 'Aller'"	...	departure 23rd June
Pass. "S.S. 'COBLENZ'"	...	departure 27th June
Freight "S.S. 'Alster'"	...	departure 5th July
Pass. "S.S. 'FULDA'" (direct to Lisbon)	...	departure 26th July
Freight "S.S. 'Wittell'"	...	departure 4th Aug.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

Freight "S.S. 'Franken'"	...	due here 19th June
Pass. "S.S. 'FULDA'"	...	due here 1st July
Freight "S.S. 'Main'"	...	due here 16th July
Freight "S.S. 'Anhalt'"	...	due here 31st July

HONG KONG—NEW GUINEA

S.S. "BREMERHAVEN"
will sail from Hong Kong to BABAI on about 18th JULY, 1930.

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(Occupying 8 to 9 Days)

HAICHING	...	Friday,	the 27th June, at 2 p.m.
HAIRANG	...	Tuesday,	the 24th June, at 2 p.m.

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General Managers.

[3]

11. The Commission has been informed that the Government of the Republic of Armenia has agreed to accept the Commission's findings and recommendations. The Commission has also been informed that the Government of the Republic of Armenia has agreed to accept the Commission's findings and recommendations. The Commission has also been informed that the Government of the Republic of Armenia has agreed to accept the Commission's findings and recommendations.

